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MOTOR CAR FOUNDATION



The LINCOLN LINK

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■ **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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■ **MEMBERSHIP IN THE LINCOLN MOTOR CAR FOUNDATION:** Membership categories: \$25 Annual; \$100 Annual Sustaining; \$1000 Annual Corporate; \$1000 Lifetime (or four payments of \$250); Memorial (\$500 minimum, please provide name of honoree).

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■ **ON OUR COVER:** Company founder Henry Leland (left) stands with son Wilfred and grandson Wilfred Jr. on the steps of the Lincoln Motor Co. administration building after its completion in 1919. Some three years later the Lelands would sign it all over to the Ford Motor Co.

■ **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

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A Message from the Chairman

As I write this, it's early November and I'm taking the last drives in my Lincolns for this year. For those of us in the northern parts of the United States, the winter weather will soon be upon us, which means not only snow but (*ugh*) road salt. We'll spend the upcoming winter months doing necessary maintenance and getting our cars ready for 2022.

Looking ahead, Lincoln Motor Company and the Lincoln Motor Car Foundation will be celebrating the centennial of Ford's acquisition of the Lincoln Motor Company in February 1922. Events are planned at the Lincoln Motor Car Heritage Museum in Hickory Corners, Mich. (August 10-13) as well as in Dearborn, Mich. (August 7-10). Details are included in this issue and are on the Foundation web site: www.LincolnCarMuseum.org

I'm particularly pleased with the fine working relationship that exists between the LMCF and the Lincoln Motor Company and its parent, Ford Motor Company. When the Foundation began, such a relationship was envisioned. With the building of the Lincoln Motor Car Heritage Museum and the growth of the Foundation's archives, that relationship has flowered. We have become a resource for one another.



A tip of the hat to the Edsel and Eleanor Ford House on the opening of their new visitor center and administration building. Ford House CEO Mark Heppner and his team continue to do a splendid job telling the story of Edsel and Eleanor Ford and other members of the Ford family. Attendees at the 2022 Lincoln Homecoming will have an opportunity to tour the visitor center as well as the Fords' home during the Dearborn portion of the Homecoming celebration.

LMCF standing committees have been actively engaged in their respective duties—endowment fund-raising, investment oversight, membership and marketing, museum and Homecoming. The efforts of these committees contribute greatly to the success of the Foundation.

Year end is an excellent time to make your gift or bequest to the LMCF Endowment Fund, which ensures the continued operations of our museum. Our museum is the only one that celebrates the heritage of the Lincoln motorcar. Contact LMCF Treasurer Bruce Kopf or an LMCF trustee for details.

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—DAVID W. SCHULTZ
LMCF Chairman and CEO

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■ **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 Centennial Lincoln Homecoming, the annual gathering of the four Lincoln clubs at the museum, will take place August 7-13, 2022. Join in the fun!

Highlights of LMCF Board of Trustees Meeting in Hershey, Pennsylvania

The LMCF trustees returned to Hershey, Pennsylvania, for in-person general membership and board meetings on October 6, 2021. Perhaps the biggest item of note was the success of the 2021 Lincoln Homecoming—“Marks through the Ages”—at the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan. In addition to the in-person car show at the museum, LMCF member Bob Johnson arranged an online virtual car show where more than 47 cars were shown. The in-person weekend event was a success, with more than 140 people in attendance and 65 Lincolns on display.

Financially, the LMCF remains stable, with the current value of the endowment fund at about \$1,600,000 (*see detailed report elsewhere in this issue*). The membership, endowment, and fundraising committees continue to work on marketing and com-

munication strategies to widen the museum audience and garner both financial support and overall interest in the Foundation’s mission. The value of the museum goes well beyond the endowment but is in what we’ve created and assembled to preserve the legacy of these magnificent cars for future generations.

The Foundation continues to have a strong social media presence on its website and especially on Facebook and Instagram. The museum has more than 1,000 followers on Facebook, and the biggest reach to date for one post was on August 30th, with a post of museum car photos reaching more than 4,500 people.

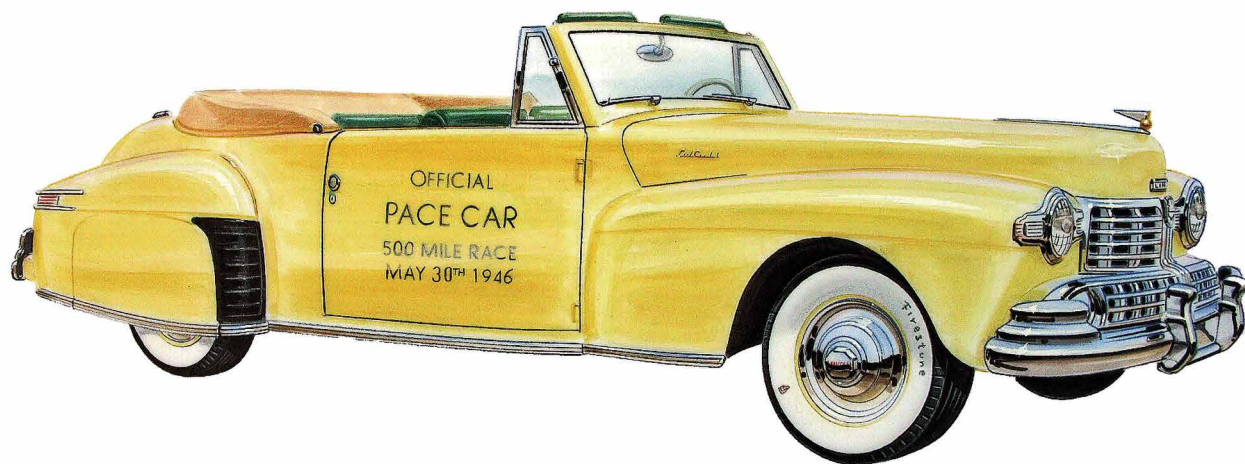
The election results were announced. Re-elected as trustees were **Al Giombetti, Bob Johnson, Vaughn Koshkarian, Lee Miskowski** and **Jack Telnack**. Incumbent **Jack Sweet** requested to move to

Emeritus Trustee status and **Jenn D’Ambrosia-Dawson**, who serves as LMCF secretary, declined to run for another term.

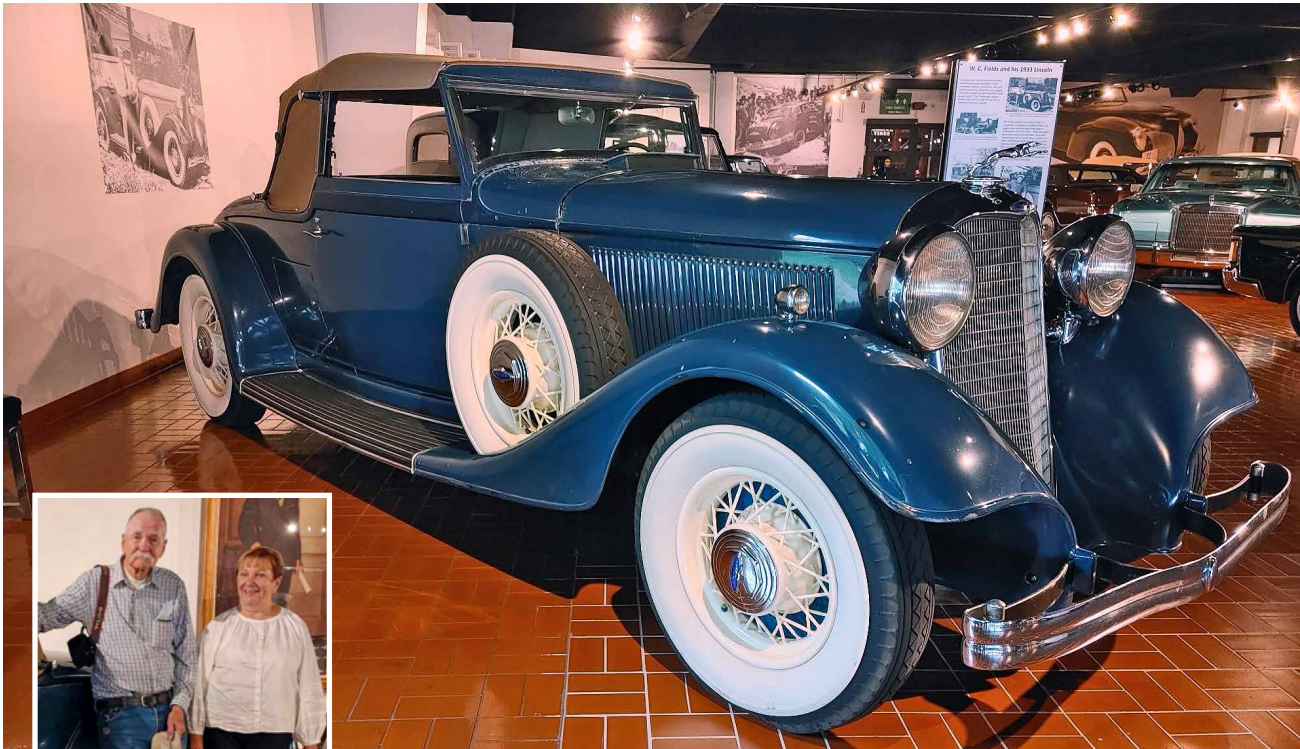
The museum recently received the donation of a 1922 Lincoln limousine and a 1942 Lincoln Custom. In addition, a 1933 Lincoln KB LeBaron convertible roadster purchased new by W.C. Fields is on loan through August 2022. The 1942 Lincoln Custom will offer an expanded experience during the 2022 Homecoming with the opportunity to offer rides in the car.

LMCF Chairman **David Schultz** noted that with the departure of Jenn D’Ambrosia-Dawson, the Foundation is seeking someone to assume the duties of LMCF secretary. Interested individuals may contact Mr. Schultz.

The next board of trustees meeting will be held in May 2022.



Lincoln Motor Car Heritage Museum Report



■ Now proudly on display near the entrance of the LMCH museum is the 1933 Lincoln KB LeBaron convertible roadster originally owned by comedian W.C. Fields, on loan from Mr. and Mrs. David Gunther (inset).

BY JIM BLANCHARD

The 2021 August Homecoming was a success, as many enjoyed your museum with perfect weather and an excellent show field boasting Lincolns representing the entire 100-year span of Lincoln production.

Great excitement abounds as plans are already being made for the 2022 100th anniversary of Ford ownership of the Lincoln brand. Make plans to attend what will prove to be a very worthy gathering.

The 1922 Leland-built Lincoln donated by **Larry Smith** is now a permanent display; it fits beautifully in the **Jack Passey, Jr.**, Preservation display area. **David Gunther's** loan of

his wonderfully original 1933 Lincoln KB LeBaron convertible roadster made quite an impression as it arrived from California with transportation provided by Ford Motor Company's Design Department. We are in the process of accepting a 1942 Lincoln Custom Limousine—more details to follow. There are ever more vehicles to enjoy as your museum continually improves its collection.

Restoration progresses with the 1931 Lincoln phaeton donated by **David Rehor**; we look forward to sharing this one with you in 2022.

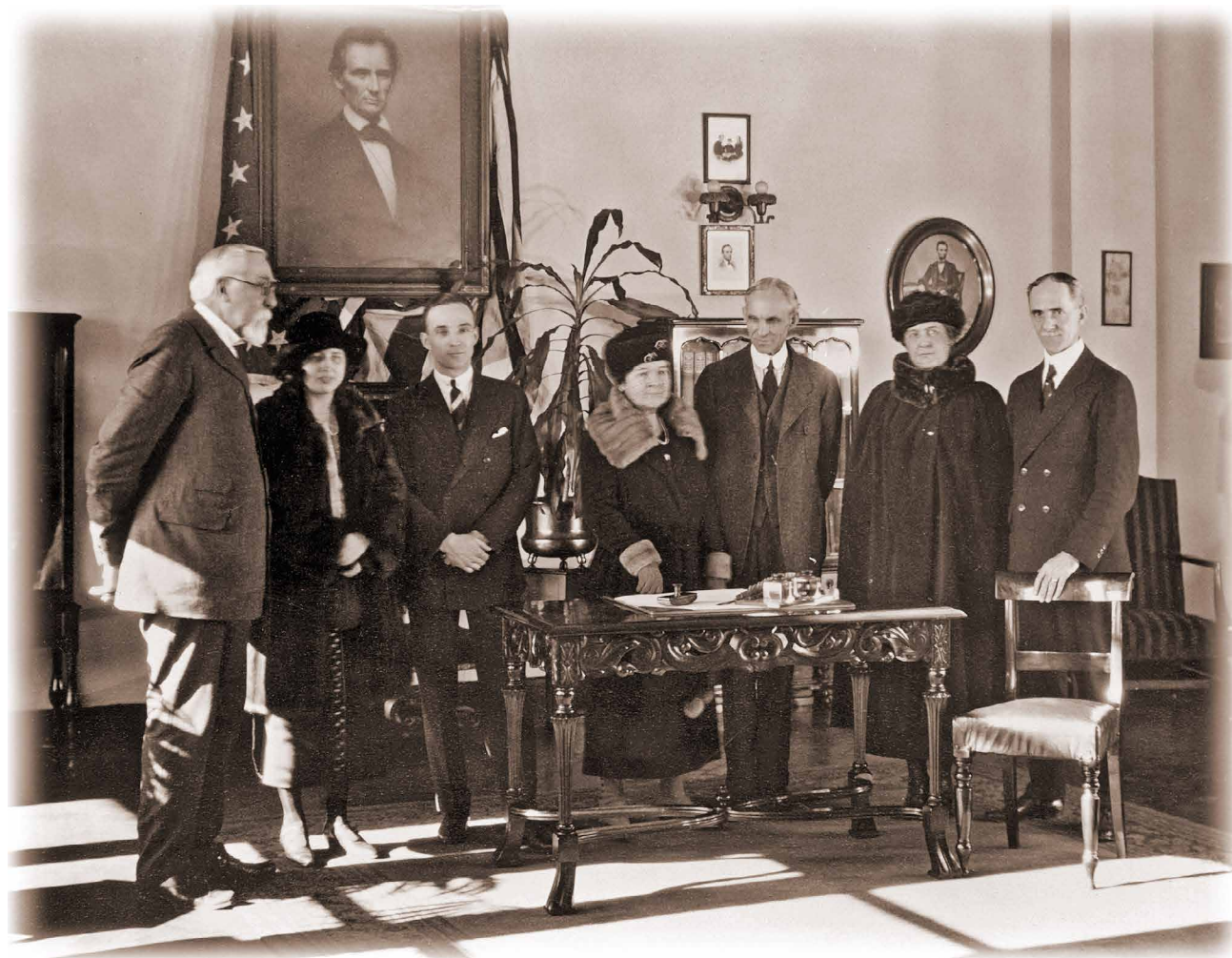
Our digitalization project is gaining, and we hope to share this celebration of Lincoln advertising and technical knowledge

online soon.

We are working hard to increase the professionalism of your Foundation and Museum as we enter the next 100 years, providing inspiration to all visitors to the museum and online research resources benefiting collectors, designers, builders and purchasers of the Lincoln motor car. Please continue to support your Foundation generously as we continue to create value for the Lincoln motor car story to be appreciated for generations well into the future. Your contribution is important—thank you!

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

2022 Centennial of the Lincoln Motor Company Will Be Celebrated at the Lincoln Museum



■ February 1922: In Henry Leland's Lincoln room, surrounded by photos and memorabilia of the Great Emancipator, the Lelands prepare to sign the Lincoln Motor Company over to the Fords. From left to right: Henry Leland; Edsel Ford and his wife Eleanor; Henry Ford and his wife Clara; and Wilfred Leland, son of Henry, and his wife Blanche.

The centennial year of one of the world's great luxury marques will be observed in 2022. The Lincoln Motor Company was acquired by the Ford Motor Company in February 1922. The company had been founded in 1920 to build luxury passenger cars.

The Lincoln Motor Car Foundation, which oversaw cre-

ation of the Lincoln Motor Car Heritage Museum & Research Center, will hold a **Centennial Homecoming** on August 10-13, 2022, on the grounds of the museum in Hickory Corners, Michigan. Optional pre-Homecoming events will take place in Dearborn, Michigan on August 7-10.

Serving as host for the 2022

Homecoming will be the Lincoln and Continental Owners Club (LCOC). The Lincoln Motor Car Foundation (LMCF) board is comprised of individuals from the four major Lincoln clubs—the Lincoln Owners Club, the Lincoln-Zephyr Owners Club, the Road Race Lincoln Register, and the LCOC.

The celebration will begin in

Dearborn, Michigan, on Sunday evening, August 7, with a cocktail party at the host hotel, the historic Dearborn Inn, built in 1929 by Henry and Edsel Ford as an airport hotel.

On Monday, August 8, tentative tours include the Edsel and Eleanor Ford House (featuring its all-new visitor reception building) and the original Ford Piquette factory. Dinner will be on your own that evening.

On Tuesday, the Monday tour schedule will be repeated. That evening a gala dinner will be held in The Henry Ford Museum.

Attendees may tour the museum from 6 to 11 p.m. Guest speaker will be **Joy Falotico**, president of the Lincoln Motor Company. Hopefully, **James Farley**, president and CEO of Ford Motor Company, will attend as well.

On Wednesday morning, all Lincolns in attendance will gather at Ford World Headquarters for a display that will last into early afternoon. Attendees may enjoy lunch at the Ford Motor Company cafeteria and visit the Ford/Lincoln gift shop. Following lunch, attendees will depart for Hickory Corners. The host hotel, the Kalamazoo Sheraton Four Points, will serve complimentary hors d'oeuvres, and refreshments will be available for attendees.

Thursday and Friday will be tour days. Tentatively scheduled are several tours including the W. K. Kellogg Manor House (including lunch), the William Parfet automobile collection, the historic village of Marshall, Meijer Gardens and the Kalamazoo Air Zoo.

Late on Friday afternoon, there'll be a cocktail reception for all Homecoming attendees at the Lincoln Motor Car Museum, followed by dinner and the tradi-



■ *Young Edsel Ford, president of the Ford Motor Company, signs the papers under the watchful eyes of the two Henrys (standing, rear) and Wilfred Leland.*

tional auction of Lincoln memorabilia and parts to benefit the LMCF Endowment Fund.

The big day will be Saturday—a display of all classic Lincolns adjacent to the Lincoln Motor Car Heritage Museum. All four Lincoln clubs will have cars on display (and will do their own judging). That evening, a gala dinner will be held at which time awards will be presented. Scheduled to speak that evening is **Michael Sprague**, director of Lincoln Motor Company, NA.

Attendees are welcome to spend Sunday touring the Lincoln museum as well as other museums on the Gilmore Car Museum campus.



The Lincoln Motor Company had its roots in a company bearing the same name—Lincoln Motor Company. That company had been created in 1917 by Henry Leland and his son, Wilfred, to build Liberty aircraft motors for the war effort.

At the conclusion of World War I, the Lelands were left

with a well-equipped new plant and several thousand employees. Leland's reputation as "Master of Precision," earned during his years as head of General Motors' Cadillac division, was enough to attract investors for a new automobile company.

The former Lincoln Motor Company of Michigan was absorbed into a new Lincoln Motor Company of Delaware in 1920. \$6.5 million in stock was sold the first day, and car orders were received well before production began. The first Lincoln was produced in September 1920.

In February 1922, the Ford Motor Company acquired the Lincoln Motor Company after the latter was forced into voluntary bankruptcy in November 1921.

Additional information on the 2022 Lincoln Centennial Homecoming is posted on the Lincoln Motor Car Foundation website, www.LincolnCarMuseum.org. Details will also appear in the four Lincoln clubs' publications.

LINCOLN LIBRARY UPDATE

Telling the Lincoln Story...



The AAC Library and Research Center is open! The LMCF collection is housed in a beautiful building in a climate-controlled environment away from the public, but accessible by request to any researcher. The AAC put a lot of work and effort into their headquarters and library facility to make it both beautiful and functional for years to come. It is very welcoming and inviting, with the use of glass, steel, and natural light. If you are ever in or near Hershey, Pennsylvania, the AAC library would be worth a visit. If you plan to spend time doing research, be sure to read the rules for entering the library on the aaclibrary.org website, "About the Library" tab. To help ensure that all library collections are preserved, there are restrictions on what you can take into the library, with free lockers provided for your convenience.

DONATIONS

In the last few months, the LMCF has been the recipient



■ The new AAC Library and Research Center's entry and exterior signage welcome auto history devotees.

of the generosity of a number of people. Donations received that add a depth of information to the LMCF library collection include:

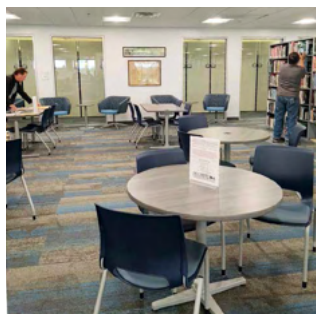
- **Tom Brunner** donated literature mostly from 1942 that included a dealer sales album, manuals, and personal research project documents.
- **Mrs. Marilyn Rohn** and son

Jim through **Barry Wolk** donated 31 slides of the preproduction 1956 Continental Mark II depicting the heating, ventilation and AC that was Elmer Rohn's responsibility.

- **Patrick Williams** gifted a 1932 sales brochure of Lincoln standard and custom body types.
- **Collin Ice**, with help from **Ben Cass**, donated a large collection of over 480 literature items, mostly from the 1970s, 1980s and early 2000s, that include service and training manuals, sales brochures, press kits, data and product information, and color and trim books.

• **Tom** and **Debbie Lance**, with the donation of their 1949 Lincoln, also donated documents of the vehicle's history and supporting material, including color and trim book, engineering and styling features book, engine and diagnosis instruction binder, body parts and chassis catalogues, engineering data book, and overhaul manual on 1949 Lincolns.

- **David** and **Shirley Gunther**,



■ At the new AACA Library and Research Center: the entry foyer, the reception desk, the conference room, the research area, and the shelves filled with the holdings of the Lincoln Motor Car Foundation.

along with the loan of their 1933 Lincoln KB LeBaron Convertible Roadster that was previously owned by W.C. Fields, donated at the Lincoln Homecoming a large 42x30" Lincoln Sales and Service metal sign that they had transported in the trunk of the 1933.

- **Jim Ayres**, at the Lincoln Homecoming, donated a framed sketch of a 1927 Lincoln Convertible Sedan drawn and signed by Ray Dietrich.

- **Bazil LaRoche**, also at the Lincoln Homecoming, with a special Jim Ayres delivery, donated two *Motor Trend* Car of the Year 1990 Lincoln Town Car, license plates.

- **Earle Brown** donated approximately 200 numbered and signed prints from a total run of 5,000 which was found during the Lincoln Homecoming weekend. The colored print is of the 1940 and 1990 Lincoln Continental and commemorates

the 50th Anniversary.

Thanks much to everyone for thinking of donating to the LMCF library. With your thoughtfulness, the library is growing and getting better and better.

MUSEUM STORAGE ROOM SURPRISE DONATIONS

- Vehicle history on the 1936 Lincoln-Zephyr Coupe-Sedan donated to the LMCF by Ford Motor Company. Includes background on previous owners as well as national car shows where the vehicle was exhibited at the introduction of the 2005 Lincoln Zephyr.

- Lincoln three-dimensional awards from: *Motor Trend* Magazine 1990 Car of the Year, Lincoln Town Car, 16" and 9"; *Motor Trend* 2000 Car of the Year, Lincoln LS, 9"; Best of the Best, Robb Report, 2017 Lincoln Continental, Black Label Edition; *Consumer Guide* 2020,

Best Buy, Lincoln Navigator, Premium Large SUV, 10½".

The LMCF is thankful for these unique donations.

THE DIGITAL LIBRARY

Scanning continues for the LMCF library literature boxes and color and trim books from 1970 thru 2010. Having digital images of what is on the library shelf is giving a beneficial overview in understanding the library collection. This knowledge aids in focusing on specific items we have and the years with missing information. Currently, we are in the beginning stages of developing the administration, design, and legal parameters necessary for on-line viewing.

Keep donating! Your Lincoln Library and Research Center can be a teacher for future generations.

—Joel Dickson, LMCF Vice President, Library Research, Registrar and Historian

Marks through the Ages

THEME OF THE 2021 LINCOLN MOTOR CAR HERITAGE MUSEUM HOMECOMING



■ *Continental Mark I, II and III—a 1941 cabriolet and a 1956 coupe flanking a 1969 coupe—were brought together for a photo shoot in front of the garage at Edsel Ford’s estate, Gaulker Point, just north of Detroit, as part of the Mark III’s late 1968 introduction. The background continental architectural details of the estate’s garage demand comment, too, with roof shingles set in a semi-random pattern above massive plank wood doors: the entire scene reflects Edsel Ford’s artistic tastes. FORD MOTOR COMPANY, LINCOLN PHOTO ARCHIVE*

BY BROOKS T. BRIERLEY

The Lincoln Continental name most often brings to mind a two-door sport-style model (not unlikely, some early sketches included a *speedster* label) available in both convertible and coupe body styles, just as in the first 1940 factory line. That can overlook Edsel Ford’s plan to expand the Continental line to multiple body styles, including a four-door sedan: an artist’s drawing survives to illustrate one. World War II insured that this additional body style was not built in Ford’s lifetime, but the drawing remained to encourage making one, completing his vision.

In the years after the Lincoln Continental first appeared, the debut of the follow-up second version for the 1956 model year made it clear that the line should have enhanced identification. The Continental Mark II name announced a somewhat different Continental (albeit within an inch in length from its predecessor), but one continuing to be defined by the personal luxury car characteristic.

Edsel Ford’s original Continental specifications remained intact into the 1948 model year: mixing excellent looks with an unusual technical component, the V-12 engine, by then the only multi-cylinder

automobile engine being made in the United States. Ominously, Korean War production demands soon helped delay the next Continental’s introduction; a time long enough to tweak its personality. Extra consideration led to a more formal car, in a single more exclusive coupe body style: the most expensive production motor car being made in the United States, created by a former Packard designer, John Reinhart. Such dramatic change made it as unique as the 1940 version; the earlier V-12 motor design was replaced with a very powerful contemporary V-8, whose horsepower rating was highlighted by mystery, saying it would not be disclosed.

John Reinhardt created a second body style as part of his Continental assignment; it was a four-door sedan, called *berline* to indicate convertibility into a situation requiring a chauffeur. The design turned heads, of course, featuring a unique reverse slanting rear windshield. A full-size



■ *Washington, D.C. newspaper ads of the late 1950s were illustrated with George Walker’s revisions to John Reinhart’s striking-looking four-door Continental prototype berline design—expanding it to both Continental and non-Continental Lincoln lines. LIBRARY OF CONGRESS*



■ This eye-catching 1967 convertible sedan, today living year-round in South Florida, also illustrates the final year of the body style (made a bit longer and wider than the first cars). The 1961-1967 Continentals, not identified as Marks, were as significant a rethink of the Continental definition as the 1956 Mark II. It was introduced with only two body styles, a four-door sedan and a convertible sedan, with only a single level of trim. Each detail is significant: the chrome-topped fender line is functional, covering the pinch-weld. O.G. WILSON, III

prototype was built for the 1957 model year, but it was not put into production until after the Lincoln and Continental brands were combined in 1957, when George Walker's mainstream Lincoln design group revised the sedan into the Continental Mark III for the 1958 model year. The shape was also used for non-Continental Lincolns: convertible, coupe (two-door hardtop), and sedan body styles. Annual model changes were standard automotive practice then, leading the Mark III to become the Mark IV and Mark V for the following 1959 and 1960 versions, respectively.

Especially interesting about Marks IV and V is that they became the first Lincoln Continental lines with a Town Car body style. James Nance, formerly the head of Packard, had recently joined Ford Motor Company to oversee Lincoln. He noticed that a charismatic formal model was missing from the lineup: there was only conventional nomenclature such as *executive sedan* identifying a top-of-the-line chauffeur-driven car. Known for marketing, Nance realized the potential for a new body category with the right identity, and created it by combining two charismatic Classic Era names: the Continental Town Car. It featured the blind rear quarter of



a town car on a two-window club berline body. The model was only made for 1959 and 1960. A comeback did not take place until Lincoln reintroduced the Town Car body style in 1981; then, the body style was without any Mark or Continental designations, making the 1959 and 1960 Continental Town Cars the rarest Marks of them all.

Somehow, the Mark designation was put aside for the Continentals built from 1961 to 1968. Their all-new unique charisma made the pair one of the highest-profile Lincolns ever: a convertible sedan and four-door sedan. Towards the end of the run, a coupe model was added to the line, further enhancing sales results. That response provided inspiration for the next Continental: in late 1968, Lee Iacocca introduced it as single body style, a new Continental coupe for the 1969 model year.

The Mark numbering system was recalculated to identify it as the Mark III. It, too, featured great change, and controversy in the front design, borrowing the pre-war vertical radiator shell style as its front.

Significantly, the Mark III never offered more than a single body style; the version was last made for the 1971 model year. Then, a grander version, the Mark IV, succeeded it for the 1972 through the 1976 model years. The Mark IV's last year is best known for introducing the famous Designer Editions color and trim options. The Bill Blass version became the stalwart of the group, remaining available until the Editions were ended in 1992: interestingly, Cartier and Versace were among the other contributing artisans contributing to the feature.

These Mark variations continued to reflect Edsel Ford's great



■ *The Mark series was renumbered backward to become the Mark III in 1968, with the number increasing by model run, not by each year. Mandated federal fuel economy guidelines led the 1980 models, such as this Mark VI sedan, part of the Signature Series, to be completely redesigned. To lighten weight, the model was noticeably shorter, but made taller, with roofs raised to maintain interior spaciousness. FORD MOTOR COMPANY, LINCOLN PHOTO ARCHIVE*



■ *Fuel economy expanded Lincoln downsizing further, to include this new 1982 Continental sedan, available with six- and eight-cylinder engines with Signature and Designer Series trim. The design was very interesting—different to the point of suggesting English rather than continental. The fine descriptive difference between this Continental's Signature and Designer Series and that same year's Mark VI Signature and Designer Series (photo at top) are worth noting. FORD MOTOR COMPANY, LINCOLN PHOTO ARCHIVE*



■ *This 1979 Continental Mark V Bill Blass Edition was part of the popular Designer Edition models, tweaked with a canvas-covered (but not convertible) roof. The Mark V was 230 inches long that year, or 20 inches longer than the 1941 Continental. FORD MOTOR COMPANY, LINCOLN PHOTO ARCHIVE*

interest in design, centered on a creativity and individuality of style that fostered development of new models, complete with running prototypes. Coachwork continued to inspire Lincoln through the remainder of the 20th century: the dramatic-looking Lehmann-Peterson stretch Continental limousines of the 1960s are the most famous example of this; Andy Hotten's one-of-a-kind and series-custom bodies on Lincoln chassis were seen into the 1980s; his last helped with the new taller fuel-economy look. Hotten began his automotive career at Ford Motor when Edsel Ford was president, providing first-hand knowledge of what was wanted.

CHANGING TIMES

The late 1970s was a time of significant automotive change, Lincoln included, as models were downsized to conform to new mandated fuel economy standards. The Mark VI joined in for the 1980 model year with a striking visual difference from its predecessors, being 14 inches shorter than the Mark V. Interior spaciousness was maintained by raising the roof: the style called for very angular styling to make sure everyone took notice. These new cars were also fitted with smaller V-8 engines: in 302 CID and 351 CID versions. The increased technical efficiency and lighter weight created impressive results, including a 38% increase in fuel economy!

Equally significant was the return of a four-door sedan with a Mark designation. These revisions can blur identities: when Continental Mark VI sedan and coupe body styles were joined in 1982 by a new smaller Continental sedan, the latter had a non-Mark designation: the

Continental Signature. Despite the overlapping nomenclature, there was no mistaking the two sedans: the Signature Continental was noticeably more compact, with a very different shape, with angular lines inspired by English automotive coachwork.

The next Mark, the VII, was introduced for the 1984 model year, significantly without a companion four-door sedan; a coupe body was the sole Mark VII model. In turn, the coupe, set on a 201-inch wheelbase, took on diverse personalities beyond the base models—whether the last Mark trimmed in Designer Editions (introduced with Versace and Bill Blass versions), or the new special European-style LSC trim package. These early LSC versions tested demand for interesting options, such as a BMW six-cylinder diesel engine.

The compact sedan concept was changed during the Mark VII's run, responding



■ The last passenger car Mark was the Mark VIII, built from 1993 to 1998. The great lines and shapes in this 1996 version remind us that the original drawing of the Zephyr Continental coupe describes the model as a speedster. FORD MOTOR COMPANY, LINCOLN PHOTO ARCHIVE

to the increasing popularity of European trim and styles. The reply was the sixth generation Continental for the 1988 model year (a non-Mark that included a Signature version), an interesting three-window four-door design that suggested a sedan-limousine configuration inside. It was very different under the hood, too, powered by a 140HP 3.8-liter

V-6, and the first Lincoln fitted with front-wheel drive. Perhaps most interesting, it continued the prior Continental Signature's 109-inch wheelbase measurement (not quite ten inches shorter than the larger Town Car).

The next Mark VIII was solely a Continental coupe, produced from 1993 through 1998. It continued the Mark VII's pow-



■ This millennium's abbreviation of the Mark designation included identifying full-size running prototypes testing new model concepts, as Edsel Ford had often done with the coachbuilders. This striking-looking MK9 coupe, design by Gerry McGovern, displayed show-stopping qualities during its April 2001 New York Automobile Show debut. Afterwards, MK9 found more admirers when collector Joe Bortz owned it, bringing it to Main Street, such as this event in the Chicago suburb of Winnetka. JOE BORTZ COLLECTION

erplant, but fitted into a slightly more aerodynamic body. That great LSC package remained available. Then the Mark designation was retired (with historians recalling that it was briefly used for the Mark LT pickup in 2005-2008).

Ironically, stopping the Mark VIII after the 1998 model year without a follow-up Mark for 1999 meant that a Mark did not contribute to Lincoln's celebrated 1999 sales effort—despite a Continental sedan being present—helping wrest the top American annual luxury sales record from Cadillac for the first time since 1939.

THIS MILLENNIUM

This century, there have been two types of Mark. The last to use the full name was a Mark LT pickup truck, made from 2005 to 2008. Other recent Lincolns have used an abbreviation, such as the 2005 MK9 coupe show car and the MKZ production sedan. As if to surprise, the 2017 restoration of the Continental model, a four-door sedan, did not use any Mark or MK reference. Nevertheless, that Continental's great tailored look immediately stands out in the expected way. This new version also restored the Continental Mark II debut procedure by having a foreign introduction: this time in Asia, at the Shanghai automobile show rather than the Paris Salon de l'Automobile.

The latest Continental is the four-door Coach Door Edition, with a turbo-charged 400HP V-6 engine. Most interestingly, the model is built series-custom style at Cabot Coach Builders in Haverhill, Massachusetts. Cabot's location is five miles or so south of Merrimac, where coachbuilder J.B. Judkins created Lincoln's

first series-custom body, a berline, in 1921. That car establishes the basis for another Lincoln 100th anniversary for 2021, as it bookends series-custom coachbuilding at Lincoln.

The Coach Door's special style also recalls Lincoln's three-page color advertising celebration in *Gourmet* magazine's "America's Best Restaurants" issue for October 2002. Four Lincoln body styles, including a sedan, were covered with chocolate and set into a grand presentation box. Noticing a new Zephyr model being displayed in this Spring's Shanghai automobile show, in addition to the Lincoln car being surrounded by multiple 100th

anniversaries, suggests asking if the *Gourmet* treat from the past will reappear to join in?

■ *At this year's Lincoln Homecoming, the feature was "Marks Through the Ages," highlighting Continentals from the beginning in 1939 through the Mark VIII five decades later. Brooks T. Brierley is a well-known automotive writer who specializes in the Classic Era. He has written numerous articles for automobile magazines as well as several books, including There Is No Mistaking a Pierce-Arrow, Magic Motors 1930 and Auburn, Reo, Franklin and Pierce-Arrow versus Cadillac, Chrysler, Lincoln and Packard.*



■ *The latest Continental is the series-custom Coach Door sedan-limousine model. It reconfigures the rear quarter of the Continental sedan into a three-window shape (cleverly highlighted by front and rear door handles appearing to be one). The Coach Door also features an equally special 400HP V-6 turbocharged powerplant under the hood. FORD MOTOR COMPANY, LINCOLN PHOTO ARCHIVE*

Gilmore Experiences Strong Attendance for 2021



■ *Kalamazoo Symphony Orchestra*

BY JOSH RUSSELL
Executive Director, Gilmore Car Museum

We're excited to report that the Gilmore Car Museum and its partners are in the midst of a strong "bounceback" year, following the serious challenges we faced together in 2020. By comparison, 2021 has been an exciting year of new exhibits, new programming, immersive experiences, shows, concerts, museum expansion openings, and effective promotional marketing.

One of our season highlights was the long-anticipated return of the Lincoln Homecoming Weekend show on Saturday, August 14th. It was terrific to see all the luxurious Lincolns and their owners at the show for the day, and to have so many members join us for the Kalamazoo Symphony Orchestra's brilliant performance of Beethoven's Ninth Symphony later that evening.

Overall, Gilmore museum attendance for the year-to-date (through end September) is up more than 30% vs. pre-pandemic 2019, and more than double last year's pandemic-challenged 2020 attendance. These figures do not include considerable attendance from our popular weekend car shows, concerts, special events,

and Gilmore Wednesday Night Cruise-Ins. In fact, a new record was set in late September for the final Wednesday Night Cruise-In of the season, with the owners of more than 1,000 cars enjoying the early fall evening on our campus in Hickory Corners.

NEW GILMORE FALL/WINTER EVENTS & EXHIBITS

As the weather turns colder, and we've motored through past the end of the traditional warm-weather "car show" season, the schedule has not slowed down at the Gilmore Car Museum. Several new and recurring events, plus strategic counterseasonal programming, are planned for the upcoming Fall and Winter months:

- New DeutscheMarques Oktoberfest all-German car show, driving tour, beer tent, and traditional German food
- Rescheduled Congress of Motorcars show and driving tour, for pre-1943 autos
- Gilmore Fall Colors Driving Tour, to enjoy the beautiful changing leaves in the rural Michigan countryside
- New Noteworthy By Design country music concert with artist Frankie Ballard,
- Gilmore's Haunted Hunt Halloween programming, attracting children and families
- New Gilmore Winter Wonderland drive-through and walk-through holiday lights display, running five nights per week through the entire holiday season
- Racecars with Michigan Roots special mini-exhibit in 50s/60s Gallery
- Winter Workshop Series of one-day technical education

classes with special guest instructors in the Gilmore Garage Works shop

- Winter Motoring Meet vintage snowmobile meet in February
- Princesses & Carriages family-oriented event with Disney Princesses in March
- Hoods Up! Engines on Display and guided Horsepower Tours
- Winter Lecture Series: Sundays in Heritage Ballroom

GILMORE WEBSITE AND SOCIAL MEDIA

To keep up on the latest show or event announcements, information, and coverage, please visit our completely redesigned website at GilmoreCarMuseum.org, and follow us on Facebook at facebook.com/GilmoreCarMuseum. Please note that the Gilmore website now contains an all-new hotel search and booking functionality under the Visit>Area Accommodations tab. On Facebook, the Gilmore team has been deliberate and diligent in posting new videos, photos, show recaps, and content every week, and the page now has more than 60,000 Facebook followers. Even more, a simple Gilmore walkaround video of the 1965 Corvette cutaway chassis posted earlier this summer went viral and set a Gilmore record, having been viewed more than 8 million times worldwide.

We look forward to seeing Lincoln Motor Car Foundation members, and your legions of fellow Lincoln owners, on your next visit to the Lincoln Motor Car Heritage Museum and Gilmore campus.



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

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.

Lincoln Motor Car Foundation Treasurer's Report

Lincoln Motor Car Heritage Museum & Research Foundation, Inc.'s budgeted financial performance during the first nine months of this year was a net gain of \$23,500. This compares with a gain of \$350 during the same period last year. Three additional paid \$1,000 Life Memberships, a \$5,000 donation to the Ongoing Maintenance Fund from **Herb** and **Ann Scheffer**, and a very successful Homecoming event at the Museum in August that netted almost \$15,500, excluding contributions, basically explain the improvement.

The Endowment Fund market value is up \$181,000 versus a year ago. This includes almost \$116,000 in donations by individuals and about \$65,000 in unrealized investment gains.

Notably, donations from **John Herren** and **Gene Nau's** matching challenges during the Friday dinner at Homecoming contributed about \$19,000. Total paid and pledged donations to the Fund have now reached \$1,402,000, compared with the objective of \$2.0 million.

The purpose of the Endowment Fund is to provide investment income to help support and sustain the ongoing cost to operate and maintain the Lincoln Motor Car Heritage Museum. At present, this income is enough to fund the 2021 annual fee of \$36,600 paid to the Gilmore to operate and maintain the Museum. Additional operating costs of \$22,000 for utilities, insurance, repairs, etc., are funded by the annual Homecoming event, as well as donations to the Ongoing

Maintenance Fund and the Fabulous Fifty Maintenance Fund.

Donations of any amount are appreciated, and donation alternatives, with various payment options, can be found on the website at www.lincolncarmuseum.org/support.

Another excellent way to support the Museum and ensure its future success is to make a bequest from one's estate to the Foundation, as several have done, by becoming a member of the Lincoln Legacy Society. Details can also be found on the website here: www.lincolncarmuseum.org/lincoln-legacy-society

If you have any questions about this report, or would like more information, please contact me.

—Bruce M. Kopf
Treasurer, LMCF
brucekopf@gmail.com



LMCF Member Profile: Jim Schmidt

Jim Schmidt of Ocala, Florida, is that rare combination of an individual who made his fortune in the collector car business and is also a genuine car enthusiast. And, equally significant, his passions are Lincolns and Fords. Jim and son, Rick, have been big supporters of the Lincoln Motor Car Foundation for many years.

Jim founded National Parts Depot, also known as NPD, nearly 50 years ago. The company offers parts for a variety of postwar automobiles. Today, the company offers 135,000 unique parts. The company has four locations—Ocala, Florida; Detroit, Michigan; Charlotte, North Carolina; and Ventura, California. In total, there are 530,000 square feet under roof at those four locations—almost 13 acres.

Noting that the company has 1,200 suppliers, Jim puts emphasis on the fact that NPD not only markets and sells parts but inventories them, enabling quick delivery to customers.

A native of Cleveland, Ohio, Jim started while in high school selling fastener kits through the iconic automobile catalog company J.C. Whitney. By 1973, he was selling eight million kits a year. He managed a machine shop in Cleveland but continued making car parts and eventually launched NPD. He had begun making parts for 1955-57 Ford Thunderbirds

At age 14, he had rescued a 1928 Ford Model A sport coupe from a junkyard. He got it running and still owns it today. It's been restored twice and recently received the AACA Ford Award. For his sixteenth birthday, he received a Ford Thunderbird from his father with the stipula-



■ *Jim in the Ford 1928 Model A Sport Coupe that he's had since he was 14.*

tion that he had to do all necessary work on the car. He did. When the opportunity arose to buy a factory-supercharged, rust-free California Thunderbird, he bought that car with proceeds from the first T-Bird.

He began NPD by marketing 1955-57 Thunderbird parts, but the business really took off when he began selling Mustang parts. The rest, as the saying goes, is history. Jim kept adding car models and the business kept growing.

Today, Jim is all but retired. His son, Rick, has been running the company for many years and is now the majority owner. Rick has his father's business acumen as well as his father's love for classic Lincolns and Fords. Both Jim and Rick are "low profile" individuals, preferring to be part of the crowd rather than occupying center stage.

Rick can sometimes be spotted with a car at car shows and concours d' elegance. Their collection now contains 214 cars, all housed in Ocala.

The collection grew from Jim's interest in original, low-mileage cars, including cars never titled. There are several of the latter in their collection. A 1940 Ford convertible coupe shows only 490 miles on the odometer! Although there are about 10 cars

in the collection that have been restored, Jim never looked for cars that required restoration. One of the beautifully restored cars is a 1924 Lincoln Brunn limousine.

The collection contains a number of unique automobiles. Among them are three Continental Mark IIs built for Edsel Ford's sons Henry II, Benson and William Clay Ford. Each has its own unique styling accents.

There are also several "milestone" cars in the collection: the 50 millionth Ford (a 1959 Galaxie Fordor), the 50 millionth Chevrolet (a 1963 Impala SS), the 100 millionth Ford (a 1978 Fairmont), the 150 millionth Ford (a 1979 Mustang fastback), and the 350 millionth Ford (a Mustang convertible).

Does Jim have a favorite? Yes he does, and it's a Lincoln—a 1930 phaeton that he acquired more than 30 years ago. "I love the styling," says Jim, "and every time I look at it, I smile."

Another favorite is his red 1957 Ford Thunderbird. He personally performed a total off-body restoration. Then, beginning in 1964, he proceeded to drive the car more than 70,000 miles.

And Jim has a fondness for the 1969 Lincoln Continental Mark III. When they were new, he visited a Lincoln dealer who allowed him drive one to his home. His family rejected it. Jim now has one in the collection.

Since turning the business over to Rick several years ago, Jim has toured the United States extensively, both in his motor home and on vintage car tours. He's enjoying life!

Lincoln Museum Merchandise Now Available

■ Several items are now available displaying the Lincoln Motor Car Heritage Museum logo. The items are a golf shirt, golf cap, sweatshirt, lightweight jacket and tumbler. All items can be purchased through the website: www.LincolnCarMuseum.org. Just click on “Merchandise.” All items are high quality and are provided by a licensed supplier of the Lincoln Motor Company.

■ The Lightweight Jacket's unique design allows you to pack it into the lower-left pocket, making it easy to stow away in a backpack or glove compartment when you don't need it. But you'll really appreciate it when the weather takes a turn for the worse, with its water and wind resistant construction and roll-away hood. Lincoln Motor Car Heritage Museum logo in the left chest area. **\$30**



■ Durable, double-wall stainless steel vacuum construction with copper insulation, which allows your beverage to stay cold for 24 hours and at least 8 hours for hot beverages. The construction also prevents condensation on the outside of the tumbler. On-trend, durable powder coating. Push-on two piece lid with Tritan™ swivel closure. Wide opening for comfortable filling and pouring. Design features the spinning geometric bottom. 20 oz. **\$18**



■ This versatile Polo is a cotton-poly blend. Along with UV protection, its both moisture wicking and snag resistant. The polo has a dropped back hem, hanger loop inside the neck and tagless heat-transfer label. **\$40**



■ Low-profile six panel unstructured cap. Washed chino twill, fabric strap with antique brass sliding buckle, Lincoln Motor Car Heritage Museum Logo embroidered on front of cap. **\$15**



■ Stay warm in this full zip hooded sweatshirt featuring the LMCHM logo. 8 oz., 50% cotton, 50% polyester. Virtually pill-free with a high-stitch density for a smooth printing canvas. Double-needle coverseaming on neck, armholes and waistband; single-ply hood. Concealed seam on cuffs. Seamless body with set-in sleeves. Split pouch pockets; grommets and matching drawcord; aluminum zipper. LMCHM logo embroidered on left chest. **\$37.50**

2021 Lincoln Homecoming Highlights: August 5-7

By all accounts, the 2021 Lincoln Homecoming was a success. The theme was “Marks Through the Ages” and featured Continentals from the very first one to the last, the Mark VIII.

Lincoln enthusiasts from throughout the United States were on hand for the weekend activities, which included tours and dinners. All events were held outside. The annual “auction dinner” raised more than \$31,000

for the LMCF Endowment Fund. Pictures on these pages are representative of the diverse number of Lincolns on display that weekend.





New Lincoln Navigator Commands the Road

WITH ELEVATED DESIGN, ADVANCED TECHNOLOGIES INCLUDING ACTIVEGLIDE HANDS-FREE DRIVING



DEARBORN, Mich., Aug. 18, 2021—Heads turn at the sight of a Lincoln Navigator with its unmistakable commanding presence and elegant design. And with the debut of the new 2022 Navigator, Lincoln is elevating first-class travel yet again with the introduction of more effortless technologies.

“The confident, new look of Navigator and the introduction of advanced features such as Lincoln ActiveGlide—our hands-free driver-assist technology—are great examples of how we elevate our sanctuary experience and keep our vehicles fresh,” said Joy Falotico, president, Lincoln. “The new Navigator will continue to play a critical role in differentiating our brand and will welcome even more new clients to Lincoln.”

Navigator, the most awarded SUV in the segment, is responsible for about 33 percent of the brand’s conquest clients. Debuting with new exterior design elements, advanced tech-

nology and purposeful features and experiences, the Lincoln flagship will continue to build on its success to meet and exceed the discerning needs of luxury clients.

INTUITIVE TECHNOLOGY FOR EFFORTLESS CONNECTIVITY

The new 2022 Navigator is the first Lincoln vehicle to offer ActiveGlide. An evolution of Intelligent Adaptive Cruise Control with Stop-and-Go, Lane Centering and Speed Sign Recognition, Lincoln ActiveGlide* adds a new level of convenience for drivers. Signature blue light cues appear on the digital cluster and head-up display to indicate when the system’s advanced camera and radar are activated, enabling drivers to operate Navigator hands-free on prequalified sections of divided highways. Hands-Free Blue Zones include more than 130,000 miles of dedicated highways across North America in the Lincoln GPS mapping system.

A driver-facing camera in the instrument cluster monitors eye gaze and head position to help ensure that a driver’s eyes stay on the road.

The Navigator SYNC® 4** system, enabled by cloud connectivity, is now more intuitive than ever, with twice the computing power and the ability to wirelessly connect smartphones for seamless integration of Apple CarPlay™, Android Auto™ and SYNC AppLink® apps. Providing clients with additional ways to customize their Navigator, SYNC 4 ensures an effortless journey with the ability to answer natural language questions and make route planning simple.

Lincoln Enhance delivers wireless software updates that bring the latest system and modem technologies and improvements to the new Navigator. The updates install new features and conduct preventative maintenance to reduce repair trips and improve performance, allowing Navigator to get even better over time.

The more seamless Amazon Alexa† Built-in hands-free experience offers clients complimentary access to key features for up to three years. Alexa capabilities delivered through SYNC 4 provide the convenience of voice-initiated interactions, making it easier to play music, get directions, check traffic, manage smart home devices, find parking, pay for gas, and more—all while keeping hands on the wheel and eyes on the road. With Alexa, clients can interact with their vehicles naturally and say things such as, “Alexa, find the closest gas station” or “Alexa, what’s on my calendar today?”

Navigator owners will be able to access the benefits of Amazon’s world-class voice AI and intelligent features both inside and outside their vehicle. Combined with the Lincoln Way app for Alexa—which customers can continue to use to control vehicle functions such as start/stop engine, lock and unlock doors, check vehicle range or tire pressure, all from the comfort of their home—Lincoln is bringing smart homes and connected vehicles closer together.

In addition, the Navigator features a Fire TV experience built for the car. Fire TV lets passengers enjoy a wide variety of content—watch movies and TV shows, play games, listen to music, and more—in a custom rear-seat entertainment experience.

“We’ve added thoughtful technology we know our clients will appreciate, helping to make their journey, whether it be near or far, as effortless and enjoyable as possible,” said Mike Kipley, Navigator chief program engineer. “These additions give them more ways to personalize their Navigator based on their needs and lifestyles.”

A THOUGHTFUL, STUNNING DESIGN

The new Navigator boasts a stunning design, a true expression of Lincoln luxury with an updated signature grille and new front end, giving a more dynamic presence on the road. Standard adaptive pixel projector headlamps debut with a new look that accentuates the fascia and imparts a modern aesthetic to the SUV. New 3D taillamps fade from the center out upon welcome and out to center upon farewell, creating a depth that gives the LED lights a more dynamic look and enhances the overall welcome of Lincoln Embrace, providing balance and a commanding stance.

“Elevating a vehicle as successful as Navigator is no small feat, and our team accomplished this with pride—turning heads and pulling our clients into the sophisticated, sleek design both inside and out,” said Kemal Curic, design director, Lincoln. “Building on what we already know and further refining our strengths, we explored more ways for clients to enjoy the sanctuary of their vehicle, using it as a space for personal relaxation and wellness—from home, to work and to stationary

moments.”

The serene Constellation visual design language on SYNC 4, unique to Lincoln, provides a harmonious experience throughout, with added capabilities and new levels of personalization. Featuring enhanced voice recognition and a navigation operating system via a new and larger 13.2-inch center stack screen, Constellation is also showcased on the 12-inch configurable digital cluster and re-imagined head-up display. A new 5.8-inch digital module for second-row passengers allows for control of climate and audio settings in the rear.

With exquisite craftsmanship, Lincoln elevated the Black Label experience on Navigator with a uniquely designed, dual-finished grille, as well as these two new themes that join Chalet and Yacht Club in the luxury portfolio:

- **Central Park** strikes the perfect balance between a lavish, organic oasis and the surrounding skyscrapers of New York City, with rich-contrast, open-pore dark walnut extending the full length of the instrument panel and depicting lasered-in scenic pathways of perhaps the most famous urban park in the world.



- **Invitation** imparts a welcome feel to an intimate celebration, luxurious and detailed, with industry-first dual laser-etching and exclusive open-pore Khaya wood that expands across the instrument panel and center console.

“We continue to evolve our exclusive Black Label themes based on luxury trends and the changing environment, ultimately drawing inspiration from our clients,” said Marcia Salzberg, Lincoln senior color and materials designer. “Central Park and Invitation both represent an optimistic view of the future in a world where we are all coming together.”

Elevated color and materials offerings provide clients with a choice of the brand’s signature themes for Standard and Reserve series vehicles, including new exterior colors such as Starlight Gray and Manhattan Green Metallic, a color exclusive to Lincoln Black Label. Unique wood appliques, such as Espresso

Ash Swirl and Santos Rosewood, provide additional ways for clients to personalize their full-size luxury SUV.

REDEFINING SERENITY

Navigator designers and engineers obsessed over creating a true sanctuary with a whisper-quiet ride for all. The upgraded massage system available in the exceptionally comfortable 30-way Perfect Position Seats takes relaxation for driver and front passenger to a new level, and it doesn’t stop there. Second-row seats now come with standard heat, ventilation and available segment-first massage capability with Active Motion. Even better, second-row passengers can now control their seat, climate and audio settings on a new 5.8-inch digital module.

This expansive interior is the ideal environment to experience authentic sound from every seat. The Revel™ Ultima™ 3D audio system available for the 2022 Navigator features 28 speakers

that envelop each occupant in rich, precise, multidimensional sound. The calming atmosphere is enhanced by six unique symphonic chimes recorded by the Detroit Symphony Orchestra. These crystalline chimes replace standard electronic alerts to inform drivers of everything from an open fuel door to an unbuckled seat belt.

Navigator also introduces a new Lincoln Play system with Fire TV to elevate the rear entertainment experience. Lincoln sound experts designed a host of intelligent new connectivity features with the potential for additional intelligent upgrades via Lincoln Enhance:

- 10.1-inch screen and wireless Bluetooth headphones
- Watch movies and TV shows, play games, listen to music. Watch favorites from Prime Video and more (*Note: subscription fees may apply; content available may vary by region*)
- Watch Prime Video without connectivity while on the road



with 16 GB of included built-in storage for each rear display (Note: 16 GB per rear display; 9 GB of user available storage)

- Watch content individually on each rear display or mirror across both displays to watch together.
- Includes two Voice Remotes with Alexa—just press and ask Alexa to easily find, launch, and control apps and shows.
- Multiple inputs including HDMI, USB Type C, SD

FIRST-CLASS ALL THE WAY

Lincoln engineers target everything from sight, sound, touch and feel through Navigator steering, suspension, powertrain and torque delivery, tailoring ride and handling for all weather conditions and ensuring clients have an effortless, first-class experience. The 2022 Navigator boasts a responsive powertrain and impressive handling capabilities with an advanced 3.5-liter twin-turbo V6 engine that offers a blend of power and refinement with an impressive 440 horsepower and 510 lb.-ft. of torque.

Also new to the Lincoln Navigator suite of intuitive features is Adaptive Suspension with Road Preview that works to ensure a smooth ride. Body movements and vehicle motion, as well as steering, acceleration, and braking activities, are constantly monitored by 12 sensors—including a forward-facing camera—that read the road 500 times per second and automatically prompt adjustments up to 100 times per second to mitigate any unpleasant impacts.

The Heavy-Duty Trailer Tow Package now adds Trailer Reverse Guidance, which uses high-resolution cameras to provide multiple views along with steering guidance graphics to assist



in backing up and maneuvering a trailer. The technology works with Pro-Trailer Backup Assist to make backing up a trailer or boat as effortless as turning a dial.

Navigator has the most standard and available driver-assist technologies in its class, and Lincoln continues to build on its comprehensive, standard suite—Lincoln Co-Pilot360™ 2.0††—to provide clients with additional ways to customize their vehicle. New standard features include:

- **Intersection Assist:**

Navigator can alert a driver attempting to turn left by applying the brakes when camera and radar technology detects oncoming traffic

- **Active Park Assist 2.0:**

The latest iteration of park-assist technologies—Active Park Assist 2.0 offers Park Out Assist with side-sensing capability so drivers can confidently navigate out of a spot when someone is parked too close

Additional standard features include Forward Collision Warning, Post Collision Braking, Distance Alert, Dynamic Brake Support, Pedestrian Detection,

Auto Hold, hill start assist, automatic headlamps, Voice-Activated Touchscreen Navigation and Phone As A Key.

The new Navigator will be built at Kentucky Truck Plant and arrives in dealerships early next year.

* Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. ActiveGlide is a hands-free highway driving feature. Only remove hands from the steering wheel when in a Hands-Free Blue Zone. Always watch the road and be prepared to resume control of the vehicle. It does not replace safe driving. See owner's manual for detail and limitations.

**Don't drive while distracted or while using handheld devices. Use voice-operated systems when possible. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones.

†Requires available SYNC 3 AppLink. Don't drive while distracted or while using handheld devices. Use voice controls. Certain Alexa functionality is dependent on smart phone and home technology. Amazon, Alexa, Fire, and all related marks are trademarks of Amazon.com, Inc. or its affiliates.

†† Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See owner's manual for details and limitations.

Edsel and Eleanor Ford House Creates New Visitor Center

The historic Edsel and Eleanor Ford House in Grosse Pointe Shores, Michigan, recently opened a new 40,000-square-foot visitor center and a 17,000-square-foot administration building.

The visitor center includes a new café area in the aptly named Continental Restaurant, four event spaces for gatherings and business meetings, exhibition spaces with virtual footage of the Ford family, and expanded educational program offerings.

“This is our family home, and we are happy to open these buildings to our community,” said Lynn Ford Alandt, chair of the Ford House board of trustees. “Our grandparents wanted their estate to be a place where people feel welcome.”

Visitors can stroll through the estate, including the gardens, tour the home and see some of Edsel and Eleanor Ford’s belongings, including historic Ford cars.

Back in 2012, the Ford House began planning the changes and updates needed through a “master site plan,” according to Mark Heppner, president and CEO of Ford House.

It was determined that the existing visitor center was too small. Development began in 2017.

“The Ford Family Story is a permanent exhibition that introduces visitors to Edsel and Eleanor Ford’s estate, demonstrating how the Fords built a life and home that paid tribute to the property’s natural environment, the arts and interior design,” said Heppner.

During 2021, Ford House activities included a live concert series, classes, workshops, lec-



DETROIT FREE PRESS

■ The new Visitor Center at Edsel and Eleanor Ford House is an upscale blend of traditional and modern architecture, featuring a restaurant, meeting rooms, and museum-style exhibits that tell the story of the Ford family in words and pictures.



■ Visitors to Edsel and Eleanor Ford House will see two Ford speedsters designed by Bob Gregorie for Edsel Ford in the early 1930s as well as the 1939 Lincoln Continental prototype #2, restored by Bob Anderson almost twenty years ago.

tures, picnics, yard games, and the Eyes on Design car show. On permanent display in the visitor center are some personal automobiles of Edsel Ford’s, including his custom-built Ford speedsters, a Lincoln Brunn cabriolet, a

1941 Lincoln Continental and the second 1939 Lincoln-Zephyr Continental prototype.

For those attending the annual Lincoln Homecoming in August 2022, there will be tours of the Edsel and Eleanor Ford House.



FOR 1963, WE HAVE ENLARGED YOUR PRIVATE WORLD AND PROVIDED YOU WITH ADDED POWER

Close the doors...and the classic look of the Continental is little changed for 1963. Even the connoisseur will have difficulty in discerning all the nuances of styling we have introduced. (One reason why the Continental retains its exceptionally high value year after year.)

Then open the doors...and discover the first of many refinements. New spaciousness in the interior. Significantly increased leg room for passengers, and a considerable addition to usable luggage capacity. Even greater comfort and luxury in the private world of your new Continental.

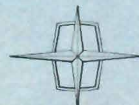
Now, drive the car...and experience the excitement of augmented power in the 1963 engine. A new high turbulence piston design and full range carburetion provide superior acceleration for passing at freeway speeds—an improvement over even the

remarkable Lincoln Continental engine of 1962.

Important changes, but none for the sake of change. For we will not tamper with this car merely to be different: the only changes we make are functional refinements which add to the quality of the finest car built in America.

Timeless in styling...superb in craftsmanship...lasting in value. Unquestionably your finest motorcar investment for the years ahead. This is the Lincoln Continental for 1963.

And as final proof of quality, the unique Continental warranty: two full years or 24,000 miles, a total-car warranty twice as long as any other in America.*



LINCOLN CONTINENTAL

Product of *Ford* Motor Company Lincoln-Mercury Division

*Ford Motor Company warrants to its dealers, and its dealers, in turn, warrant to their Lincoln Continental customers as follows: That for 24 months or for 24,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers, of any part with a defect in workmanship or materials. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance service and routine replacement of items such as filters, spark plugs, ignition points and wiper blades.