

The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE

EDGESEL AND ELEANOR FORD HOUSE



SEE PAGE 9

The 1939 Lincoln
Continental Prototype

LINCOLN

MOTOR CAR FOUNDATION

FALL-WINTER

2023



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:** The oldest Lincoln Continental now in existence, this is the 1939 engineering prototype built after Edsel Ford’s original Continental made such a big splash during his Florida vacation that year. After years of decline and neglect, the car’s restoration by Bob Anderson was completed in 2002. See story, page 9.

■ **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

The 2023 Lincoln Homecoming, hosted by the Lincoln Owners Club, was enjoyed by all who attended. The annual Homecoming is a wonderful way to see what's new in our museum, reconnect with old friends and enjoy the classic Lincolns. In addition to a display of Lincolns on Saturday, this year's event included several enjoyable tours on Michigan's picturesque roads. The LMCF board meetings were held during the 2023 Homecoming and were well-received by attendees.



Our museum continues to evolve through the leadership of LMCF president and museum head Jim Blanchard and the museum committee. In addition to facilitating several additions to our permanent collection, Jim has become active in the National Association of Automobile Museums (NAAM). Founded in 1994, NAAM has members throughout the world. An annual conference is held at a member museum. Jim has become a regular at these conferences.

It's also worth noting that there is a monthly conference meeting between the directors and representatives of all member museums on the Gilmore Car Museum campus. During that monthly conference call, the Gilmore team shares information about overall museum operations while partner museums offer updates on their individual museums in addition to discussing common issues of concern. Jim Blanchard represents Lincoln on these calls.

Jerry Seibert and the LMCF Endowment Committee are pleased with the launch of the "Become a Lincoln Star" campaign. Several individuals have signed up, and more are expected to join. Will you be among them?

Like many of you, I've been enjoying my Lincolns. In June I drove my 1931 Town Sedan to a joint meet of the Lincoln Owners Club and Lincoln-Zephyr Owners Club in the Pennsylvania Poconos, a round trip of just under 900 miles. What a treat! During the trip I enjoyed a meal at a vintage diner built by the Judkins Company, which also built bodies for Lincoln!

Thank you for all you do for the Lincoln Motor Car Foundation.



—DAVID W. SCHULTZ
LMCF Chairman and CEO

LINCOLN MOTOR CAR FOUNDATION The LINCOLN LINK

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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 2024 Lincoln Homecoming will be held on August 9-11. Mark your calendar!

Report: August 2023 LMCF Trustees Meeting

BY ANDREA IRBY

The biannual LMCF Trustees meeting was held on Sunday, August 13th, at the Gilmore Museum on the final day of the 2023 Lincoln Homecoming meet. A General Meeting of the LMCF was held immediately prior to the BOT meeting. Both meetings welcomed visitors in attendance at Homecoming.

David Schultz discussed our two open Board positions: 1) Web content manager for our LMCF website and 2) Editor of this publication, *The Lincoln Link*. The first consists of editing written content for the website; no manipulation of web pages is required. The second is similar but in print format: writing and editing submissions for this biannual publication. Both positions are supported by others who provide website maintenance and the formatting of *The Lincoln Link*.

We are looking for three to four new trustees who will be *active* members and contribute to the work of the Foundation. David stressed that one does not need to be a trustee to work on a committee. Being on a committee is a good way to get familiar with the work of the Foundation. If you are interested in knowing more about our committees, please contact **Andrea Irby**. If you are interested in serving as a trustee, contact **Paul Temple**.

Paul Temple reviewed the most recent **Board of Trustees election results**. We mailed 615 paper and 2033 email ballots, for a total of 2648 voting forms. We received 121 completed ballots. Those re-elected to serve from

January 1, 2024, to December 31, 2026, are **David Schultz, Jim Blanchard, Bruce Kopf, and Jim Muller**. This Fall, new ballots with trustees whose terms end in December 2024 will be created.

Foundation News. We adjusted our endowment goal from 1.5 to 2.0 million dollars. This will enable the museum and foundation to exist in perpetuity. We pay about \$64,000 per year to maintain our museum. We have completed some recent floor repairs and are looking to raise the lights so that it is easier to see and take pictures of the cars. **Michael Spezia**, Executive Director of the Gilmore, has been very helpful to us. Currently, our endowment is close to \$1.7 million dollars.

Jerry Seibert, Chair of the Fundraising Committee, recognized the \$50,000 contribution of **Mrs. Joyce Thams** in memory of her late husband, **Richard**. Mrs. Thams showed her 1932 Lincoln KA Sedan, and she and her son **Scott** attended every homecoming event. Jerry also noted we have received our first two pledges as part of the Lincoln Star campaign. The Lincoln Star campaign seeks to raise \$300,000, enabling the Foundation to reach its \$2.0 million endowment goal.

Jim Ayers, Chair of the Marketing Committee, noted we have over 4700 followers on Facebook and 1000 on Instagram. Post reaches have gone up 900%. We are getting mentions and back links on other sites. If you are on social media, please follow the LMCF on Facebook and Instagram. Share

your cars, your adventures and mention us! www.facebook.com/lincolnmotorcarmuseum and [Instagram@Lincolncarmuseum](https://www.instagram.com/Lincolncarmuseum).

The museum looked great at Homecoming! **Jim Blanchard** and his committee worked hard to freshen up the display of cars for the event and going forward. Jim has attended conferences this year and learned that storage is the key to any well curated collection. He and the committee are currently exploring storage options along with the Cadillac museum. Working with another car museum allows us to explore the storage option in a cost-effective way without as much risk as if we were doing this on our own.

Joel Dickson noted that the digitization of the library is going well, but it takes time. Our collection is located at the AACA (Antique Automobile Club of America) library in Hershey, Pennsylvania. We rent a large climate-controlled space from them that is complete with fire suppression. It is a fabulous facility and great to visit. Our materials are being well cared for.

Ray Theriault has taken on the job of Vehicle Registrar, formerly done by Joel Dickson. This enables Joel to spend more time in his library work. Ray brings great expertise to the position and we look forward to working with him in the future.

Visitors in attendance contributed to the discussion. They suggested the organization be open to the more modern classics and also embrace the customized world.



■ *Visiting the Edsel and Eleanor Ford House in Grosse Pointe Shores, Michigan, are museum president Jim Blanchard and his Brunner-bodied 1940 Lincoln-Zephyr Town Car, now on display at the LMCH Museum.*

Lincoln Motor Car Heritage Museum Report

BY JIM BLANCHARD

Your museum continues to strengthen as we continue to realign the collection to best tell the Lincoln story. We have always appreciated loaned vehicles for our ability to share them and change them out, keeping displays fresh. One of the longest and highest quality loaned Lincolns has been **Jack Eby's** 1940 Lincoln-Zephyr Continental Cabriolet. After ten years, this beauty is headed back to Arizona. Thank you, Jack.

During Homecoming, the recently donated **Paul Didier** fam-

ily 1926 Lincoln Sedan went on display—be sure to check out this original green beauty.

We are on the lookout for a four-door Lincoln slab-side convertible or coupe that best represents the culturally significant and timeless beauty of these 1960s Lincolns.

In the future, we also plan to celebrate the classic formality of the Lehmann-Peterson limousines of the same era. These cars are currently the hottest segment in vintage Lincolns, and it is important that we share and continue to inspire our visitors.

Gary Pierce of Nevada has gen-

erously donated his restored 1942 Lincoln Continental Club Coupe; we look forward to displaying this gem, as we have tended to favor convertibles—we look forward to celebrating the classic lines of the Coupe not often seen in your museum.

Donations continue apace, we appreciate your continued interest and support of the Lincoln Motor Car Heritage Museum and Research Library. Thank you!

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



The Dan Staehle Story

BY MIKE DENNEY
Photos by Sherrie Williams

Sometimes we search out a car we want, and sometimes a car finds us that we didn't know we wanted. Such is the case with **Dan Staehle** from Brownsville, Wisconsin. He didn't know much about 1954 Lincolns until happenstance brought one into his life. Now, after hard work, frustration and talent, he owns one of the nicest 1954 Lincoln Capris on the planet.

Dan has been a member of the Road Race Lincoln Register (RRLR) and Lincoln and Continental Owners Club (LCOC) since 1998. He is also a lifetime member of the Lincoln Motor Car Foundation (LMCF) since the opening of the Lincoln Heritage Museum in 2014.

Cars have been a passion of Dan's since he was in high school—from working at a gas station, to helping his dad with his 1971 Buick GS, to restor-

ing his 1930 Ford Model A. He knew he wanted a '50s style car of his own. On June 14, 1998, he first saw his 1954 Capri Coupe. It was love at first sight. He purchased it from an ex-coworker of his who had retired four years earlier. She and her husband lived in Mt. Prospect, Illinois. He saw the possibilities right away for the car. The Capri has since become a labor of love for him as he has fully restored the car himself. The other cars that he owns are a 1969 Pontiac Firebird convertible, a 1966 Pontiac GTO Tri-Power 4-speed manual, and of course his dad's 1930 Ford Model A (which has been in his family since brand new).

Dan's road to success has been from hard work and dedication. In his own words: "It started for me with the strength of my family. My wife and I were married for almost 40 years. She was my rock and the love of my life. With her by my side, we were

able to travel the country and start my own business. In the beginning of this year, I became a widower. Together Joyce and I have two wonderful children, Jake (30) and Tom (23). We are ever so proud of the men they have become and enjoy watching them become highly successful in their own careers. I am still blessed to have my mom, Mae, by my side, along with Joyce's family.

"I have studied metallurgy and became certified in welding. I worked as an auto mechanic, served a tool and die apprenticeship, and eventually became a journeyman tool and die maker. In 1989 I left my job as a tool maker, and started to work for a sales engineer and installer of digital readouts for manually operated machine tools. After eight years with that company, based out of Illinois, I started my own business. I now own my own small business, Staehle Precision Corporation, started in April of 1998. We are a value-added distributor for the precision products that we sell to manufacturers—i.e., machine tools, milling, turning, and grinding. We provide the sales, installation, and service for diverse types of machines for linear measurement and CNC controllers. The machines are CNC-controlled or manually operated. Our main specialty is in linear measurement."

Here's Dan's story about his 1954 Lincoln Capri:

"In 1992 a coworker of mine—she was our office manager—was telling me about a car that her brother had willed to her and that she and her husband were storing in their neighbor's garage. When she told me it was a Lincoln Capri, I replied, 'Don't you mean *Ford* Capri?'



She said, ‘No, it is a *Lincoln*, and it is a 1954.’ She said that every Saturday morning, ‘weather permitting,’ her husband would back the car out of the garage, let the engine run awhile, and roll down the windows for it to air out.

“At the time, I did not know too much about Lincoln motor cars, so I went to visit our library and did a little research. I was impressed by the history of the 1952-1955 Lincolns. I gathered all the information I possibly could and mailed it to her. She was also surprised herself, learning the history of the car. I told her that if she ever decided to sell the Lincoln, please consider me. We never spoke about the black Lincoln stored in her neighbor’s garage again, and two years later, in 1994, she retired from the company—and I was never to hear from her again.

“Then, one day in early June of 1998, I received a letter from her. She had written that she and her husband had sold their home in Chicago and purchased a condominium, hence there was no place for the Lincoln. She said that she offered the ’54 Lincoln to her son, and then to her son-in-law, but they both declined.



She informed me that I was third on her list to call to offer the car for purchase.

“I called her as soon as I read the letter. The following Saturday, my wife Joyce, our 5-year-old son Jacob and I drove to their home in Chicago to see the ’54 Lincoln. As soon as I saw the black Lincoln, I knew it was going to come home with us. After a nice lunch visit with her and her husband and much catching up on personal notes, it was then down to business. We were told that the car was purchased new in 1954 by a doctor who lived in North Chicago,

Illinois. The car was sold to her brother in 1984 with 38,860 miles showing on the odometer, and the day we first saw the car the odometer read 40,563 miles. Joyce and I agreed to purchase the Lincoln, and we drove the car home to Wisconsin that day.

“We have since restored the car back to showroom condition. I personally did the restoration work on the car myself. I did an extensive amount of research on this car, just like the rest of you did with your Lincolns, to make our car correct, sometimes doing things over again because something was just not quite right. It



is a tough project to bring these cars back to their original grandeur, and it's a labor of love, but it's extremely rewarding!

“Winning the Elliston Bell is a great achievement, and I am proud to have earned it! I appreciate everyone for recognizing our 1954 Lincoln Capri Coupe for the efforts that I have put into it. Thank you to all the people who belong to all the clubs—the members and their friendship is fantastic. My experience of having my '54 Capri judged helped make this car what it is today; every meet I attended I learned something new about these automobiles. I take my LCOC judging sheets to heart, learn from them, and then make corrections to our car. Our first meet was the Mid-America in Itasca, Illinois, in 1998!

“A side note I think all of you would have interest in—the day we purchased our 1954 Lincoln was June 14, 1998. When we traced the VIN number, I discovered that the car came off the assembly line on June 14, 1954. Unknowingly, we bought the car on its manufactured date—44 years to the day!”

If you see Dan's '54 at one of our Lincoln meets, check it out. It is impeccably restored and Dan is a super nice man. It is more than deserving of all the awards it has won. ■



Bob Anderson and Continental #2

PHOTO BY JOHN WALCEK

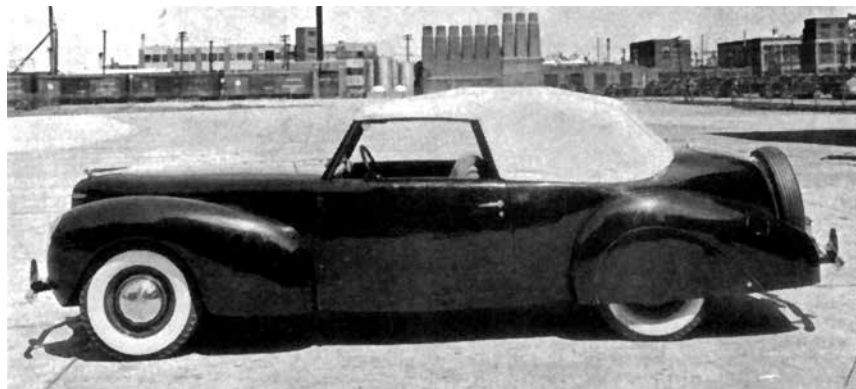


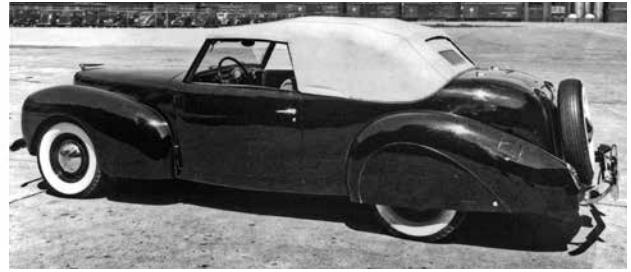
■ The oldest existing Lincoln Continental, the 1939 engineering prototype finally restored by Bob Anderson, is now on display at the Edsel and Eleanor Ford House.

BY DAVE AND RICHARD COLE

Earlier this year, Lincoln lovers were saddened to learn of the death of **Robert J. Anderson, Sr.**, of Clearwater, Florida, on April 14 at the age of 89. Bob had been an avid car collector and restorer since the late 1960s, with a special focus on Lincoln-Zephyrs and Continentals, but he will forever be remembered as the man who fulfilled a dream that had flourished in the hearts of Lincoln lovers for over forty

■ Right: A comparison of factory profile photos of Edsel Ford's original Florida vacation car—1939 Continental #1—with the #2 car, an engineering prototype, shows the latter's less dramatic proportioning that would be carried forward into the 1940 model year.





■ Edsel Ford's first 1939 Continental (left) was painted Eagle Gray, as Edsel often favored subtle but elegant shades of metallic gray for his personal cars. Prototype #2 (right) was painted what designer Bob Gregorie dismissively called "corporation black."

years—he restored the oldest Lincoln Continental in existence, the number-two 1939 prototype designed for **Edsel Ford** by **Eugene T. "Bob" Gregorie**.

The story of the creation of the very first Continental has been told many times. That car, built as a special job for the company president, drew so much admiration when Edsel Ford drove it around Hobe Sound, Florida, that he began to think about putting such a car into limited production. It could become Lincoln's most prestigious model for 1940, replacing the big Model K, which was dying in 1939. So it was that in mid-March 1939, while still in Florida, Edsel Ford had his chief body engineer, **Henry Creelius**, begin construction on this sec-

ond Continental Cabriolet, for use as a test vehicle in working out body engineering problems and testing newly designed components that would be used in 1940 production cars.

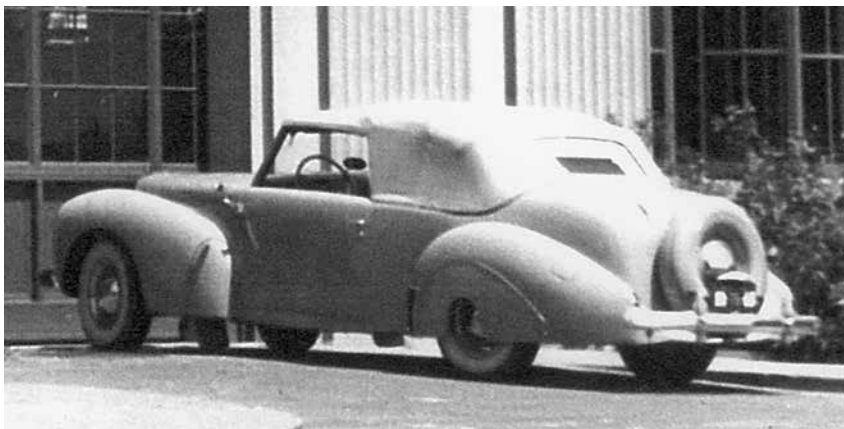
Gregorie approached this assignment somewhat differently from the first one. Since he was now designing the prototype of a production car, its proportioning was a bit less extreme and more practical. Whereas the first car, cobbled onto a 1939 Lincoln-Zephyr chassis, had a hood and front fenders about twelve inches longer than those of a regular '39 Zephyr in order to maximize the "continental look," this second car had those components only eight inches longer, giving more space for passengers in the car (the wheelbase of both cars

remained the stock 125 inches). The luggage compartment on the second car stood a bit higher than that of the first, yielding increased cargo-carrying capacity.

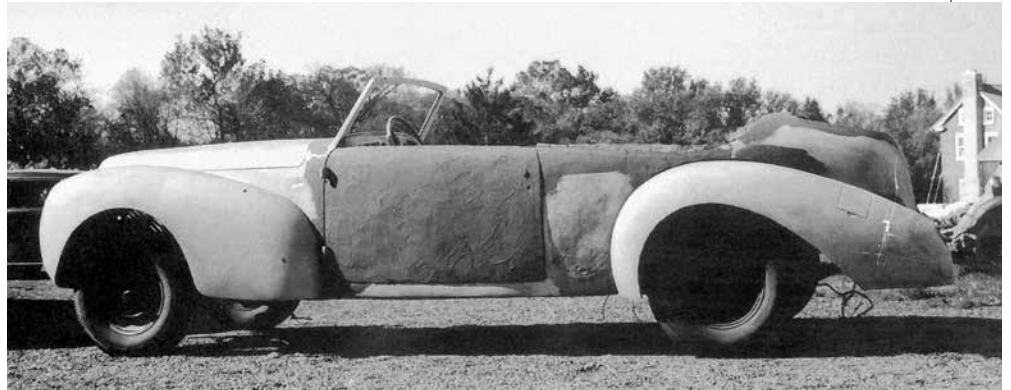
As built, Continental prototype #2 was a shiny back convertible club coupe with Goodyear double white sidewall tires. The top was tan, and the interior was of tan leather and whipcord. The car had no stainless steel trim along the bottom of the fenders, skirts and rocker panels, as later production cars would have. And there was no radio.

Upon its completion, it appears that Continental #2 went straight to work as a test car, putting to use many untried components that were to be used in the production of 1940 cars. It seems to have served its purpose well, as a number of flaws discovered in this car were eliminated by the time 1940 production began. For instance, this car had Lincoln-Zephyr's first column-mounted gear shift. The instrument panel, though, was strictly 1939 Lincoln-Zephyr, with one large instrument cluster in the center, including the speedometer, and glove boxes on each side. However, the car lacked the vertical center console that hid the long dog-leg shift lever in production '39 Zephyrs.

By the time manufacture of production 1940 Lincoln Continentals began on December



■ Bob Gregorie ended up owning Continental #2 after the factory was finished fiddling with it, and he immediately set about modifying it to suit his personal taste. Now painted Sahara Sand, it hardly looked like its former self.



■ *This view of the car taken when Jesse Haines bought it (left), poor as it is, shows the damage the car had sustained in the 1956 accident. By the end of 1967, Jesse had gotten this far (right) in the restoration, and shortly thereafter sprayed it all in gray primer.*

13, 1939, prototype #2 had done its job, and in the usual scheme of things, it should have been cut up and destroyed at that point. Ordinarily, the factory would scrap such prototype cars because they are full of modifications; they have parts that have been broken and repaired or superseded by improved designs. The first '39 Continental—Edsel's Florida car—was thus destroyed by the factory, as was the first prototype 1940 Continental Coupe. But '39 Continental #2 somehow escaped the usual scrappage, and it was its designer, Bob Gregorie, who proved to be its savior.

Bob bought the car and drove it for a couple of years. He did not consider it to be a sacred icon to be strictly preserved in its original state; indeed, he modified it quite a bit. He cut out notches in the fender skirts so the rear wheel hubcaps showed; he added boots to the rear fenders and mudflaps to the front fenders; he put on a metal spare tire cover, moved the rear view mirror down to the top of the dashboard, and had the whole car painted Sahara Sand. Driving a unique hand-built prototype car had its drawbacks, though, and eventually Gregorie gave up and sold it to a Detroit used car

dealer for a reputed \$800.

No one alive now remembers how it happened, but during World War II, the '39 Continental showed up in Beverly Hills. The low-production early Continentals had reached a cult status among collectors by then, and some people made a business of snapping them up in the eastern states and driving them to the Los Angeles area, where they would sell the cars for premium prices. This could be how the #2 Continental got to California.

After several years and a series of unknown owners, a jazz musician named **Ralph Ball** bought the now-shabby '39 Continental in 1952 for \$125, and drove it for a few years while planning to fix it up, although he never got around to that. All this came to an end in December, 1956, when another driver plowed into the left side of the Continental while Ball was driving it. The accident smashed up the left door, quarter panel and rear fender—and Ball himself, too. After that the car just sat in storage for several years.

Meanwhile, the Lincoln Continental Owners Club had been founded in 1953 to unite those who owned or admired

1940-1948 Continentals, and in 1959 the existence of the battered '39 became known to the club's editor, **George Tissen**, who published pictures of it in *Continental Comments*. This drove readers wild, and there was a great deal of interest among Continental enthusiasts in acquiring and restoring the rare '39 Cabriolet. Ultimately, it was LCOC member **Jesse Haines**, of Ambler, Pennsylvania, who was able to strike a deal to buy the car, and he had it hauled across the country to his home, where it arrived on April 21, 1963.

Despite Jesse's qualifications and enthusiasm, he made little progress in restoring the Continental. The body work was done by 1967, but mechanical work stalled for several years, and finally Bob Anderson approached Jesse with a good offer for the car, and Jesse let it go. The first LCOC directory to list Anderson as owner of the car was the 1978 issue.

Bob was well known for his top-notch restorations of Lincoln Continentals and other cars, but it was nearly twenty years before he was able to turn his attention to the completion of the '39. When at last he did so, all kinds of problems and mysteries



PHOTO BY JOHN SWEET

■ When the Lincoln Motor Car Heritage Museum opened in 2014, the #2 Continental prototype was a featured attraction there.

presented themselves, things that one does not have to contend with in restoring a normal production car. It was bad enough that the car had been taken apart down to the last nut and bolt by others, with all the parts stored in boxes; now people unfamiliar with the car had to identify parts and figure out how they were supposed to go together. But were they all here? Were they all correct? On a prototype like this, nobody really knew. All kinds of oddities turned up in the most unexpected places in restoring this car, and all of them took a

lot of time and effort to resolve.

But at last the restoration was finished, with a new top and a complete whipcord-and-leather interior duplicating the original shown in factory photographs, and on Sunday, March 10, 2002—a beautiful clear, warm day—Continental #2 was parked on the fairway at the Golf Club of Amelia Island at Summer Beach, Florida, for the Seventh Annual Amelia Island Concours d’Elegance, surrounded by Packard Darrins and Auburn convertibles and other such beauties. Among the spectators who

came by to admire it that day was **Edsel B. Ford II**, grandson and namesake of the man who conceived and commissioned the first Lincoln Continental and this follow-up engineering model, the cars that started a dynasty that inspires enthusiasts down to this day. Edsel was extremely and genuinely interested in the car, its restoration, and all the details surrounding it. This jet black convertible that sat sparkling in the Florida sunshine on that Sunday morning was an important milestone in his own family history, now lovingly restored to look just like it did in the summer of 1939 on the Ford Motor Company test track nine years before Edsel II was born.

Now, with the death of Bob Anderson, Continental #2 moves on to an extended career in the public eye. It is now on permanent display at the most appropriate venue conceivable: the **Edsel and Eleanor Ford House** in Grosse Pointe Shores, Michigan, alongside a pair of Edsel Ford’s 1930s V-8 speedsters, also designed by Gregorie. Thanks to Bob Anderson, the milestone Continental is finally back home.

PHOTO BY JOHN WALCEK



■ Just last year, the '39 Continental was shown at the Pebble Beach Concours d’Elegance in California.

TRUSTEE
PROFILE

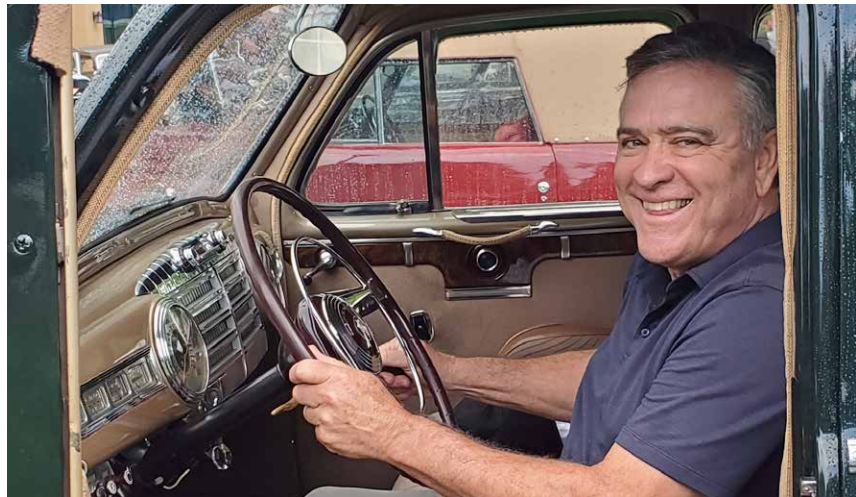
Jim Blanchard: a Lifetime “Car Guy” with a Focus on Lincolns

Jim Blanchard has been a “car guy” since he was a toddler, due in some part to an indulgent uncle who gave him a 1948 Lincoln V-12 sedan when Jim was five years old! Apparently, that uncle had been inspired himself by seeing **R.A. Stranahan**, president of Champion Spark Plug, driving his 1946 Continental Cabriolet. Over the years, Jim disassembled the car—but never reassembled it.

Fast forward to today. Jim currently serves as the LMCF President and CEO, which includes duties as Lincoln Museum Executive Director. He’s also the current president of the Lincoln-Zephyr Owners Club, which he joined more than 50 years ago. He is still a car guy, balancing his hobby while serving as president of a second-generation business, Blanchard Tree & Lawn in Holland, Ohio, a Toledo suburb. The company serves residential, commercial, municipal and golf course properties.

Contributing to Jim’s interest in old cars was his great-grandfather, who was associated with the A.A. Atwood Company, the largest Willys-Overland dealer in the Toledo area. His great-grandfather owned a six-car garage that contained, among others cars, a Lincoln. At 10 years old, Jim sat behind the car’s wheel while also discovering a huge stash of vintage automobile literature.

Before he went off to Miami University (where he majored in finance), Jim had begun collecting cars. In fact, he had cars and



■ Jim Blanchard tries out the driver’s seat of John Herren’s 1947 Lincoln Sedan at this year’s Lincoln Homecoming at the Lincoln Motor Car Heritage Museum.

car parts before he had his driver’s license. One of those cars was a 1941 Lincoln Custom that had belonged to **John R. Stiles**, a close friend of President Gerald Ford. He also bought a 1941 Lincoln Continental Cabriolet that had belonged to tap dancer **Paul Draper**.

After settling into the family business, Jim also began attending LZOC events and met several icons of the old car hobby—**Bob Anderson, Earle Brown** and **David Roycroft**. He also met Ford Motor Company historian **David L. Lewis** and automotive writer **David Cole**.

Today, Jim’s garage contains two Lincoln-Zephyr Brunn Town Cars, one of which was purchased new by Edsel Ford’s brother-in-law and Ford Motor Company executive **Ernest Kanzler**. Jim also owns two 1938 Lincoln-Zephyr Convertible Sedans, one currently

on loan to the Lincoln Motor Car Heritage Museum. Also in Jim’s garage are a 1967 Lincoln Four-Door Convertible, a 1967 Lehmann-Peterson Limousine and a 1935 Ford Phaeton. Just a few months ago, Jim sold a 1940 Lincoln-Zephyr Continental Cabriolet—which was purchased new by motion picture actor **Randolph Scott**—to the father of **Ted Ryan**, Ford Motor Company’s Senior Archivist.

Since becoming a LMCF trustee, Jim has been an advocate of making every member of the four major Lincoln clubs an automatic member of the LMCF, and that took place last year. Today, every Lincoln club member receives the electronic version of *The Lincoln Link*, the LMCF’s biannual publication. It’s hoped that members will take the next step and become contributing members.



■ Majestic Model L and K Lincolns from the 1920s and '30s (top) contrasted with sporty Lincoln models from the 1950s (below).

Clear Sailing for Homecoming 2023

BY BILL WYBENGA
for the Homecoming Committee
of the LMCF

This year's Lincoln Homecoming was planned as a smaller event compared to the 100th Lincoln Anniversary Celebration of 2022. The Sheraton Four Points Hotel in Kalamazoo was the host hotel, but all events started or took place at the Lincoln Motor Car Heritage Museum on the Gilmore Car Museum campus at Hickory Corners.

Thursday, August 10th, dawned a beautiful summer day, one on which we could enjoy an old-fashioned drive through the countryside on our way from Hickory Corners to Saugatuck. The 60-mile route wound its way along quiet country roads through several towns, past the Fenn Valley Vineyards, and into the busy summer vacation town of Saugatuck. Parking was at a premium, but we managed to find a shaded back street to park within a short walk of our destination—the dock

where we would board the *Star of Saugatuck*, an authentic old-fashioned sternwheeler paddleboat.

A 'luxurious' lunch of turkey or ham sandwiches was served on board to the 37 guests, and saved for the two who missed the boat! We cruised around the inner harbor and down the Kalamazoo River to Lake Michigan. The captain informed us that the lake was too rough that day for us landlubber Lincoln drivers, but that was fine, since the luxurious homes lining the river shore were worthy of a second look. After the cruise, we all made it back to the Gilmore, either by following the planned route or a more direct road.

Friday's tour started at 10:00 a.m., with rain threatening to disrupt our driving enjoyment. For that reason, several older Lincolns stayed in their trailers that day, but as it turned out, the rain didn't materialize till late in the afternoon.

The 48-mile route wound its way around part of Gull Lake and skirted around Kalamazoo,

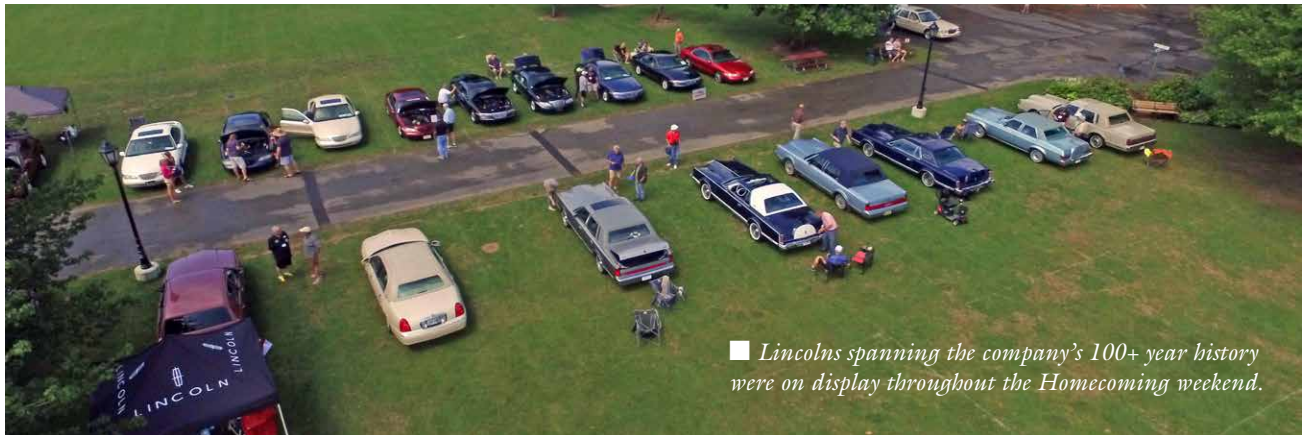
through the town of Vicksburg, ending at lunchtime at the Air Zoo, an aircraft museum with over 100 vintage airplanes on display. We enjoyed a choice of hamburgers or hot dogs in the conference room, and then the 48 participants were free to roam the museum and explore the restoration shop, a short walk away. The knowledgeable staff enjoyed describing the more technical aspects of aircraft engines to the Lincoln owners.

Our dinner that evening at the Gilmore, of pork brisket, barbecued chicken and a cool drink, made for an enjoyable time for the 60-some people who attended this first large group gathering of the Homecoming. Following dinner, we settled in to do some serious bidding on the auction items offered by auctioneer **Dennis Garret**.

If Friday had threatened rain, Saturday made it quite clear—it *rained!* Those who had cars in trailers and got there early pulled them out when the sky cleared up, only to endure another shower or



■ Perhaps the most unique Lincoln on display was this custom 1931 limousine built new for Col. Edward "Ned" Green.



■ Lincolns spanning the company's 100+ year history were on display throughout the Homecoming weekend.

put them back into the trailers. Near 10 o'clock the rain stopped, so we drove our Lincolns into place in front of the museum. Contrary to the weatherman's prediction, the rain was not over, with one more downpour before lunch.

The car show was fortunate to have a large contingent of Mark VIIs and a second group of mildly customized slabside Lincolns join the show. Hearing that the greyhounds were in town, the prancing horse Ferraris wanted to join us as well. Those V-12s sounded quite different from ours, but there was peace on the grass.

With all the comings and goings, we lost count of the number of Lincolns on display during the course of the day, but 50 would be a good guess, with some ten of those being Classics.

Dinner for the evening was held under the tent, with many of the cars remaining out on display. Lincoln Motor Car Foundation Chairman **David Schultz** welcomed the dinner guests and meet chairman **Bill Wybenga** organized

the buffet lineup. The 70 people in attendance enjoyed the barbecued ribs and bacon-wrapped chicken meal served by caterers Seasonal Grill.

Following the serving of coffee and dessert, Bill handed out the People's Choice awards. The winners were:

- 1921 to 1930: **George Whelan**, 1929 L sedan
- 1931 to 1942: **Ken and Rhonda Walaszek**, 1942 Zephyr Convertible
- 1946 to 1957: **Richard and Rose Abbott**, 1955 Sport Coupe
- 1958 to 1998: **Matt Murphy**, 1995 Town Car
- All Mark VIII: **Joe Bradley**, 1998 Mark VIII LSC
- 1999 to 2020: **Art Kelly**, 2020 Continental

At this point Bill Wybenga changed hats and, as president of the Lincoln Owners Club, presented David Schultz—the club's past president (2019-2022)—with a framed Lincoln poster attesting to David's many years of service to that club.

The speaker for the evening, **Ted Ryan**, Director, Ford Motor Company Archives, was introduced by David and proceeded to inform the audience of how the Lincoln history contained in the archives were playing an increasingly important role in emphasizing brand continuity. Following his talk, Ted answered several questions from the audience of concerned Lincoln owners.

Sunday morning began another beautiful summer day, with Lincolns once again on show near the museum. The Foundation held its annual meeting inside the museum, followed by a trustees' meeting in the Gilmore conference room.

These events do not happen by themselves, as we all know. I want to thank the organizing committee and the volunteers during the event for making this a successful Homecoming. I want to especially thank **Paul Temple** for his support and dedication by attending to all the registration details of the meet.

Lincoln Access Rewards™ is Lincoln's loyalty program designed to elevate your Lincoln ownership experience, making it even more rewarding. Membership enables you to earn and redeem Points at your Lincoln Retailer or redeem Points for Rewards from the Lincoln Access Rewards Collection.

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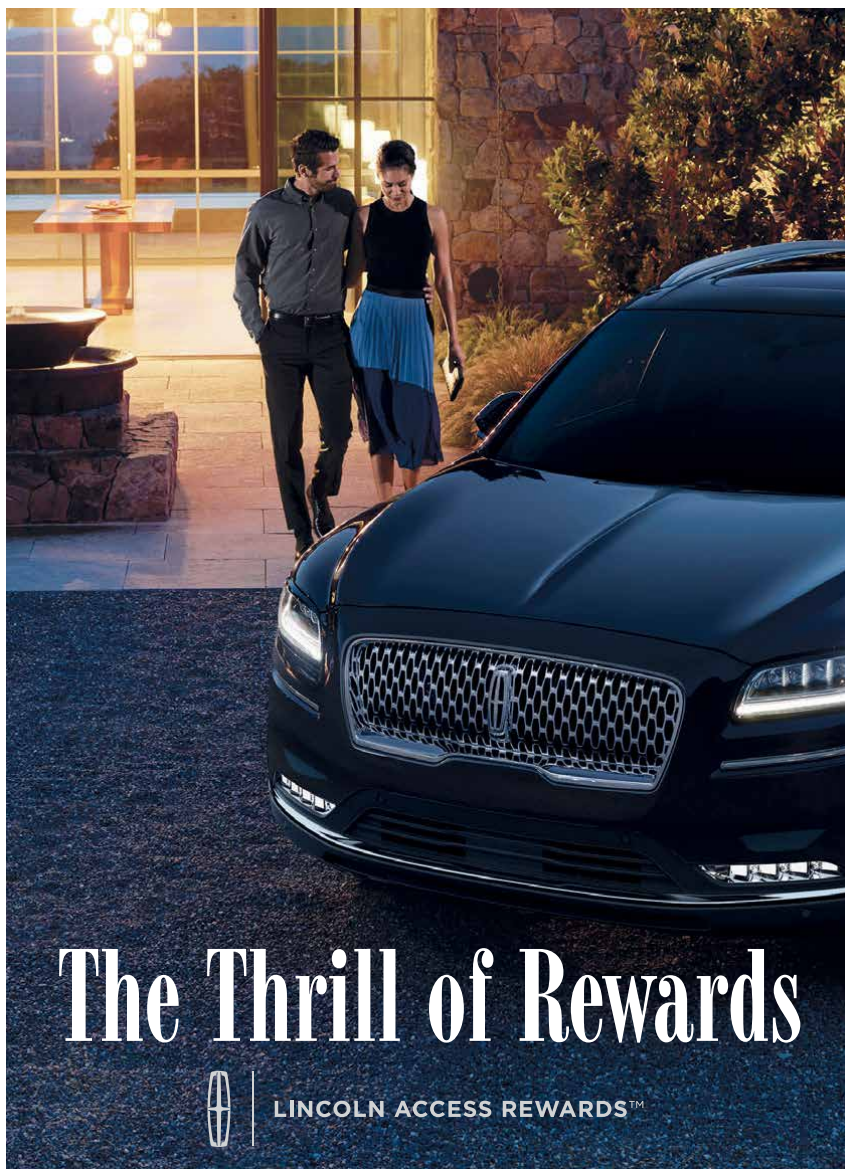
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- Earn Points with Lincoln Service visits, parts purchases at your participating Lincoln Retailer and qualified accessories purchases on the Lincoln Accessories website

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You can redeem your Points toward:

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- Purchase or lease of a new Lincoln or purchase of a Lincoln Certified Pre-Owned vehicle
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- Lincoln Access Rewards™ Collection Rewards—unique, curated items and experiences

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This curated collection of inspiring Rewards and experiences—selected especially for you—are refreshed throughout the year and are available for a wide range of Point values. Reward categories include Culinary, Entertainment, Health

& Wellness, Travel and Vehicle. Examples of past Rewards include: customized picnic for two, tickets to a rooftop music performance, a spa day for two and a stay at a luxurious Miami resort.

To see current Rewards available for redemption, log in to LincolnAccessRewards.com and go to Rewards Collection.

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Lincoln Tailored Immersion, an exclusive benefit of Lincoln Access Rewards, is a personalized, live virtual tour introducing you to the features and technology in

your new vehicle. You'll meet one-on-one with a Lincoln Product Specialist who can answer any questions you may have.

BECOME A REWARDS MEMBER

There are two ways to become a Lincoln Access Rewards™ member:

- Download the Lincoln Way™ App and accept the Terms and Conditions.
- Enroll by going online to LincolnAccessRewards.com and selecting Register to create an account.





BY JERRY SEIBERT
*Chairman, LMCF Fundraising
 Committee*

So fall has arrived, and another Lincoln Homecoming is fading in the rear view mirror. This was the 10th edition of the Homecoming and one of the more successful ones—both from a participant and a financial perspective.

The net revenue generated, when all totalled up, will help cover the Lincoln Heritage Museum’s operational and main-

tenance costs for the year. The interest and dividend income generated by the Lincoln Motor Car Foundation’s Endowment Fund is improving, but still falls short of covering a full year’s costs.

To improve this situation, and to protect the Foundation from years when Homecoming net revenue is flat or negative, the Foundation’s Fund Raising Committee has set a goal to raise \$300,000 to add to the Endowment Fund. Achieving this goal will raise the Endowment Fund balance to \$2,000,000

and generate sufficient cash flow to cover the Museum’s annual costs to sustain it in the years ahead.

Earlier this year, the Fund Raising Committee

adopted the “BE A LINCOLN STAR” campaign as a vehicle to focus its efforts on achieving the goal of \$300,000. This campaign gives potential donors a means to BE A LINCOLN STAR by showing support at different levels that may fit their charitable giving budget. The chart at below left details those levels.

For all the information on how you can BE A LINCOLN STAR and all the benefits you will receive, go to the Foundation’s website at lincolncarmuseum.org. Click on the SUPPORT tab at the top of the page. It will take you to a full description of the campaign and even allow you to make your pledge on-line.

Looking forward to having you join me and others as a LINCOLN STAR as we strive to preserve the heritage of Lincoln Motor Cars for many years to come!

GIVING LEVEL	PLEDGE AMOUNT	ANNUAL AMOUNT
<input type="checkbox"/> Mark II Star	\$10,000	\$2,000
<input type="checkbox"/> Mark III Star	\$ 5,000	\$1,000
<input type="checkbox"/> Mark IV Star	\$ 2,500	\$ 500
<input type="checkbox"/> Mark V Star	\$ 1,000	\$ 200

LINCOLN LIBRARY UPDATE

Telling the Lincoln Story...

Since the Spring-Summer *Lincoln Link*, the LMCF Library has received a multitude of library and artifact acquisitions that enhances the knowledge of Lincoln history and the Lincoln brand. We give a huge *thank you* to the following donors.

- **Charlie Berry** has a long history of support for the library and has recently donated literature items from years 1936-2023 that includes paint chip charts, postcards, manuals, photocopies of early RRLR publications, recent LCOC *Comments*, an '80s-'90s RRLR club fundraiser embroidered jacket, Lincoln cans and bottles, and so much more.

- **Robert Booth** donated to the library items from 1952-1987 that include wiring diagrams, troubleshooting manuals, chassis and parts catalogs, photos, LCOC *Comments*, handbook for convertible tops, and more.

- **Christine Brochowski** donated her father's 1936-1947 repair manual for H series Lincoln V-12 engines.

- **Jim Brown** donated from his father Earle's estate LCOC artifact history with meet plates from 1954 thru 1956, a 1954 certificate designating Ed Sullivan as first honorary LCOC member; a 1957 certificate to Henrietta Bell as National Secretary; and a 1954

plaque to Elliston Bell as National Chairman, along with other LCOC historical items that he was looking to find a home for.

- **Tom Brunner** donated 1938-1942 items that included a brochure and reference books, along with two decks of playing cards created by Swedish member Curt Engvall, with Lincoln Zephyr photos, which was used around 2010 as a LZOC fundraiser.

- **Brian Cash** donated a very large portion of his lifelong Lincoln literature collection representing years 1929-2021, with many hard-to-find comprehensive Lincoln vehicle items in excellent condition. One example is a book by Thomas E. Bonsall, *Lincoln 75th Anniversary 1920-1995*.

- **Bill Coombe** donated from different years a press release kit, 2000 LS color and upholstery book, dealer launch guide, data books, L-M ad strategy binders, salesman's data books, product facts books, product comparison facts, and literature with some manufacture items that are special and unique. There is much more than mentioned in overall very good condition.

- **Brian Coombe** donated a set of color paint chip charts of Lincoln-Mercury-Ford from 1949 thru 2000 from various manufacturers.

- **David Schultz** donated three special artifacts, most notably a sport coat owned and worn by Bob Gregorie; a Lincoln greyhound bronze sculpture by Don Sommer and a signed artist's proof print of the Lincoln greyhound by Tom Hale.

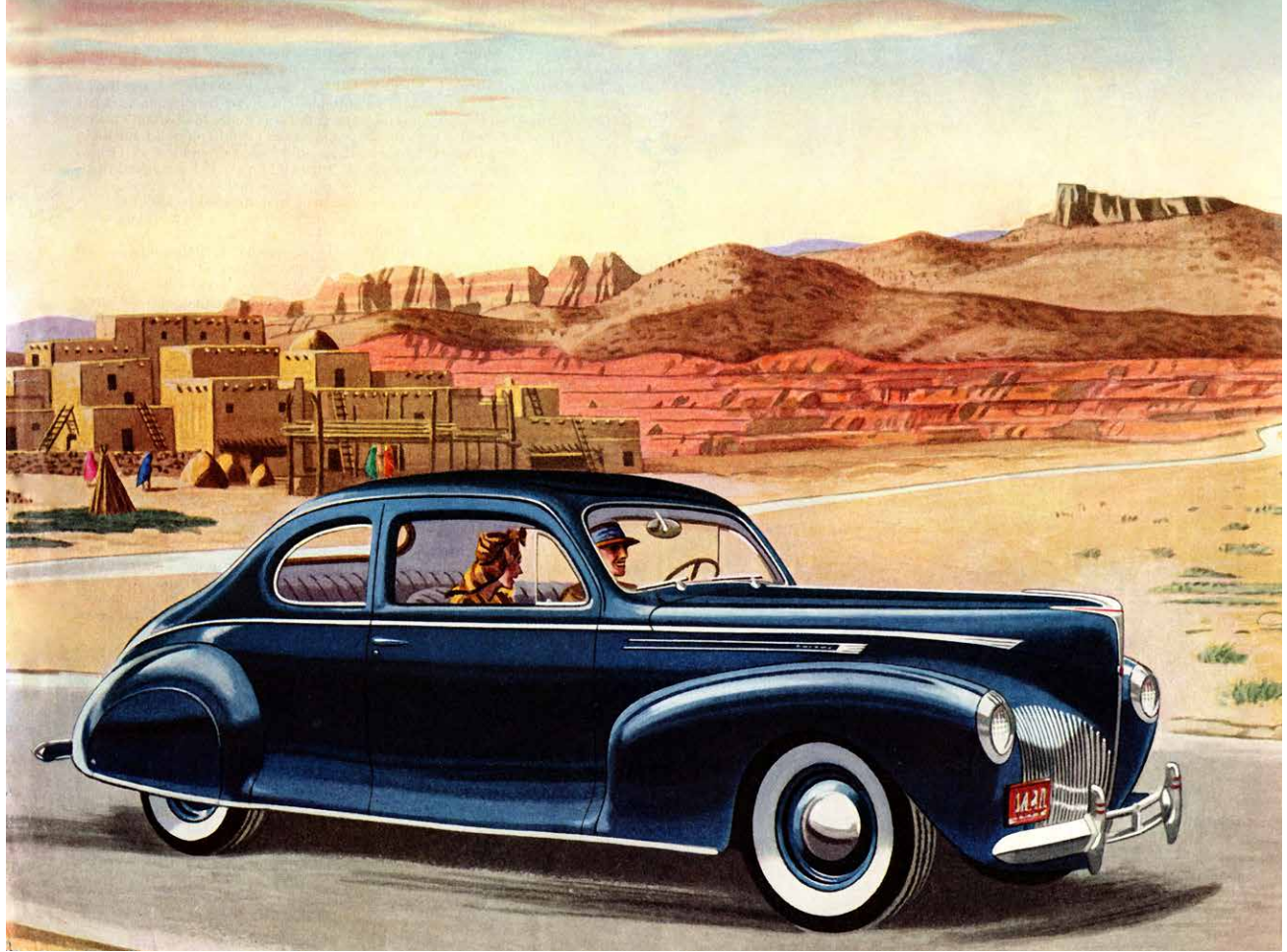
The LMCF is very grateful for all the generous donations to the library and museum. As we continue to look for Lincoln automobile and brand items for the library and museum, we are also interested in history from the Lincoln clubs.

Our search is for items that enhance the Lincoln story. Don't hesitate to donate an item even if you think we may have it, or the complete Lincoln story may not be told. Duplicate items, if rare or special, are often kept for the archives; or we may sell an item, with the sale money going back to the LMCF to perpetuate and sustain the library and museum for future generations to learn and enjoy.

Please think about what you have that could be donated to the library or museum. It could help us in our endeavor to tell the complete Lincoln story.

—JOEL DICKSON
LincolnCarMuseum.org –
Contact Us Tab





Lincoln Motor Car Foundation Treasurer's Report

Lincoln Motor Car Foundation's performance vs. budget for the first nine months of the year was a net gain of \$18,238, which is \$15,838 better than the budget. Our August Homecoming, hosted by the Lincoln Owners Club and led by **Bill Wybenga**, was very successful, netting \$16,298, which was \$6,298 better than budget. Higher than budgeted interest rates and Vanguard Endowment Fund dividends accounted for the rest of the performance.

Compared to the \$2.0 million objective, Endowment Fund paid donations now totaling \$1,692,788, or \$1,719,088 including \$26,300 of pledges due. The prior 12 months' Endowment Fund income has reached over \$57,000, which is almost 90% of the \$63,650 expense budgeted in 2023 for operation and maintenance of the Museum.

Endowment donations can be made when renewing club memberships. Another way to support the Museum is by purchasing an engraved 8" x 16" Flagstone (\$1,000), 8" x 8" Double Brick (\$500) or 4" x 8" Brick (\$200). There are about 470 engraved Flagstones, Double Bricks and Bricks located on the walkways next to the Museum.

However, donations of any amount are greatly appreciated. Those who wish to make a contribution to the Foundation can use the "Support" page on the LincolnCarMuseum.org website to choose an option and pay with your credit card or debit card (via PayPal), or your PayPal account, or by mailing a check to:

Bruce M. Kopf, Treasurer
Lincoln Motor Car Foundation
PO Box 805932
Saint Clair Shores, MI 48080

As mentioned in the last issue, beginning this year, all members of the four sponsoring Lincoln clubs have been granted membership in the LMCF, and those who have provided an e-mail address are e-mailed *The Lincoln Link* and a ballot to vote in the annual election of Trustees. Those who wish to become \$35 Annual, \$100 Annual Sustaining or \$1,000 Life Members, and receive additional benefits, can use the "Join Us" page on the LincolnCarMuseum.org website to pay with your credit card or debit card (via PayPal), or your PayPal account, or by mailing a check to:

Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715

—BRUCE M. KOPF
Treasurer, LMCF
brucekopf@gmail.com



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. ■

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
- 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

Order Your Lincoln Museum Merchandise

■ 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**



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Make fine cars *easy* to handle in the stepped-up traffic of today...make them easy on *you*...that's the Lincoln Idea, perfectly expressed in the new 1949 Lincoln and Lincoln Cosmopolitan.

You find the Lincoln Idea in the completely new eight cylinder, V-type engine. Could you believe that its magnificent 152 horsepower could be throttled down to the *easiest*, nimblest threading through traffic you've ever done? Or that it would operate so economically?

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Never before, in the designing of any car, has there been such determination to produce the most perfectly integrated and balanced mechanism possible for your driving *ease*. That's the Lincoln Idea! That's why, this year, Look Into Lincoln... and make your fine-car *decision* easy!

LINCOLN-MERCURY DIVISION OF FORD MOTOR COMPANY



All the Lincolns look, and are, tremendously powerful...yet these great cars are wonderfully easy to handle. That's the Lincoln Idea; expressed here in the Lincoln.

Foundation for the magnificent, graceful body of the Lincoln Cosmopolitan is the sturdy, super-braced Lincoln chassis.

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The Continental Mark III.

