

The LINCOLN LINK

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LINCOLN

MOTOR CAR FOUNDATION

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FROM THE EDITOR



■ Do you like the cover illustration of this issue? Hmm, we thought you would.

The artist, Jack Juratovic, is a former Ford stylist and is also a trustee of the Foundation. The car he illustrates is the striking 1937 Lincoln Zephyr owned by Foundation President Jerry Capizzi, which was accurately restored to a high standard by Roy N. Thorson of Green Valley, Arizona. The locomotive is the power unit of the pioneering Burlington Zephyr of 1934. Read of the relationship between the train engine and the car on page ten of this issue.



For an excellent summary of the Burlington Zephyr train story, see *Great Passenger Trains: Burlington's Zephyrs*, by Karl Zimmermann, \$34.95, 2004, MBI Pub. Co., ISBN: 0-7603-1856-5. Highly recommended reading.



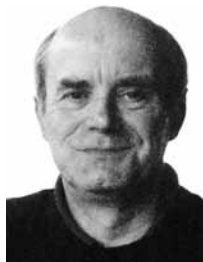
Another Foundation member and former Ford stylist is Buck Mook, who gives us a delightful whimsical cartoon view of the same 1937 Lincoln Zephyr coupe on the back cover. Buck is not only a

talented artist and stylist; he is a Lincoln car guy, too, owning a 1962 Lincoln convertible sedan in his eclectic collection of interesting older cars.

Both artists are active in the Automotive Fine Art Society, which publishes the glorious *AFAS Journal*, a publication crammed with information on automotive artists and examples of their work. A two-year subscription is \$24. If you're interested, write to AFAS, P.O. Box 325, Lake Orion, MI 48361-0325. We rate this quality journal as a "must have."



Of our contributors in this issue, Colin Spong lives near London, England, and owns three Lincoln Zephyrs. Two are beautifully restored



and have become the darlings of the English old car press, and one is under an antiseptic restoration. Colin is also a member of the Foundation, serving as the Foundation's Foreign Correspondent. Moreover, he has accumulated what is likely to be the world's most complete collection of Lincoln-Zephyr literature. He and I savored together the history and great presence of the London Lincoln showroom building back when it was still standing; see his article about it on page 6.




Contributor and Foundation member John Sweet grew up in a Lincoln-lovin' home and is into his second Lincoln hobby car, which has inspired him to begin writing Lincoln briefs for hobby periodicals. Come to his Lincoln meet in Uniontown, Pennsylvania, in 2007.



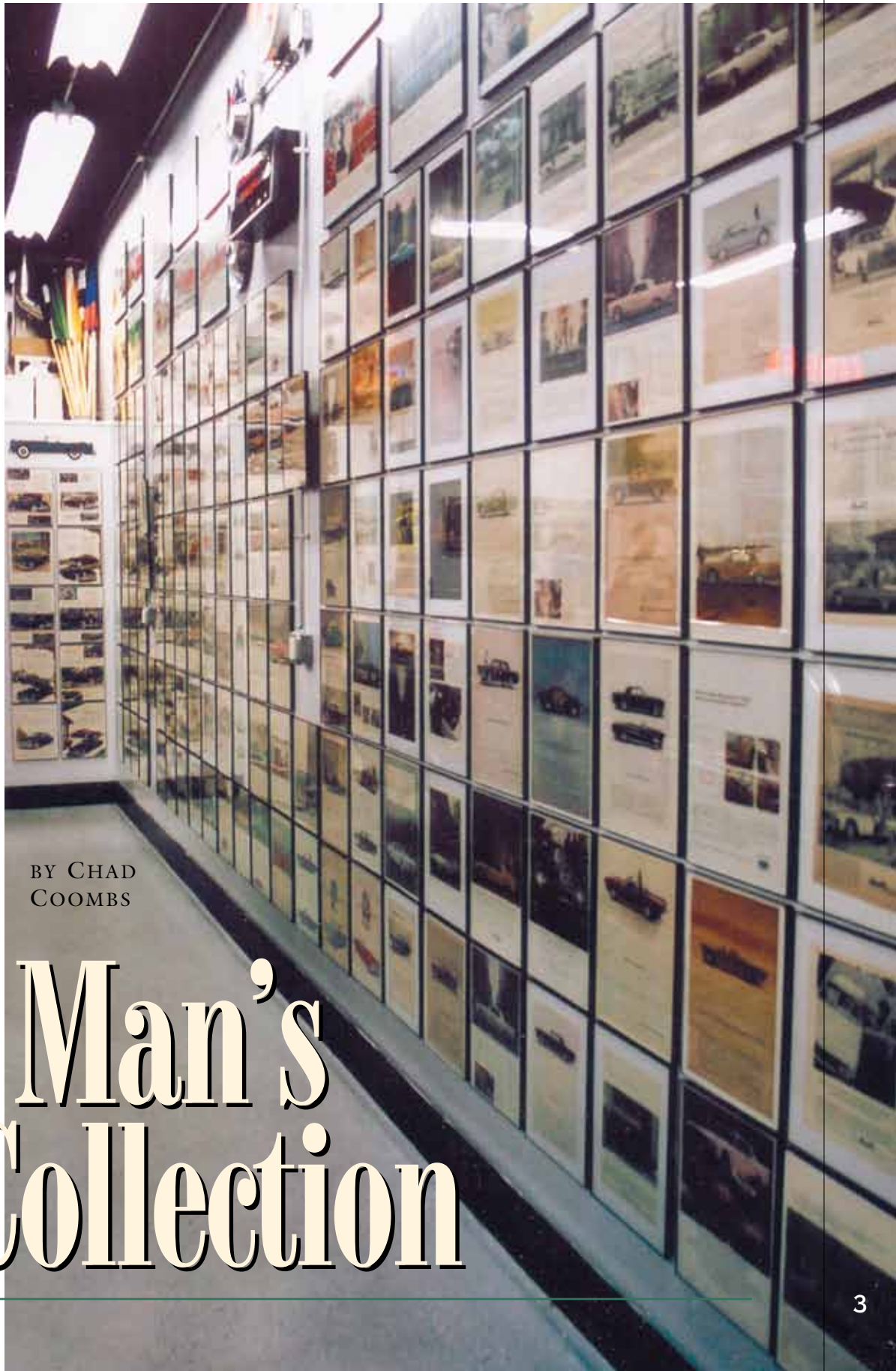
Darryl B. Hazel has been named Senior Vice President, Ford Motor Company and President, Ford Customer Service Division. You will recall that Mr. Hazel and Foundation Chairman Jack Eby on May 22, 2004 unveiled the Lincoln name stone blocks, rescued from the old Leland built Lincoln plant that was soon to be razed. Mr. Hazel was President of Lincoln Mercury at the time. Al Giombetti's new title is Vice President, Ford Motor Company and President, Ford and Lincoln Mercury Marketing and Sales. Both moves were effective March 1. Both gentlemen are Trustees in the Lincoln Motor Car Foundation. We wish both every success in new positions in the newly unified Ford North American operation.

Stay tuned, Lincoln lovers!

 CHAD COOMBS

Driving through the modest neighborhood surrounding the John and Isabelle Fischer home near Baltimore, Maryland, does not prepare you for this splendid home with water frontage and the magnificent car hobby building placed nearby. All this is the result of eight years of intense planning and construction effort by John and Isabelle.

It started as a search for waterfront property with space for a dedicated car showcase building. John finally found a house located east of Baltimore in the Essex area, close by his large plumbing business. After persistent negotiations with the owner, they were able to buy what was then a house with a double garage, situated on



BY CHAD
COOMBS

One Man's Ad Collection

The neat but unadorned exterior of John Fischer's showcase building (below) belies the extent of the automotive treasures contained within. The building, which measures 30 by 65 feet, houses John's vintage Lincolns and other interesting vehicles, but also serves as a repository for his collection of Lincoln advertising, artwork, signs, and other memorabilia. You can't enjoy it if it's stashed away in a drawer somewhere!



four adjacent narrow waterfront lots with a single crossways lot at the street side and a dock with six boat slips, on an inlet off Middle River.

John thereupon hired two carpenters full time and began to remodel and enlarge the house and configure the grounds. They moved the kitchen and added two more garages, all attached to the house. They added a second floor and completely remodeled the remainder of the house, plus adding a sun room and extensive decking to the water side of the house, including a separate fenced deck out under a lovely

old shade tree overlooking the dock and boat slips. And, no, the slips are empty, as John and family are not into boats. Maybe some day . . .

Only then could John start doing something about the hobby building they had in mind. It took a year and a half to maneuver through Baltimore's bureaucracy and ordinances to obtain that precious building permit. He then hired and oversaw specialists in concrete, framing, siding, insulation, roofing, electrical and doors, who carried out the majority of the construction work on the building. The building has a conventional wood frame structure, with 2"x6" uprights in the walls and trusses in the rather flat but peaked roof with cupola. The siding is vinyl and the interior walls are

finished and painted drywall, just like your own home. Four insulated and carefully fitted steel overhead car doors and a central people door provide access. The electrical wiring is carried in exposed electrical conduit, all beautifully fitted and attached to the interior walls, to allow future wiring access without having to tear into the walls. Smart. It is all jewel-like in appearance. The only windows in this carefully sealed building are in the five doors. They admit a reasonable amount of light during the day, but the interior is brilliantly illuminated at the flick of a switch. Yes, there is a small toilet and a telephone line. The building is unheated at present, but it retains interior heat in the winter remarkably well, and stays cool in the summer.

The building measures 30 feet wide by 65 feet long, with a 12-foot ceiling. John has a reason for that 12-foot interior building height and the omission of windows. Beyond keep-

ing out color-fading sunlight, he wanted maximum wall area to display the many Lincoln ads, paintings, photographs, display signs, models, clocks and memorabilia that he has collected over time. He reasons that all these are useless unless they are in full view display alongside the cars. Understand, this is strictly a showcase building, not a grungy restoration shop.

John's collection of Lincoln advertisements is particularly interesting. There are well over 250 of them, all neatly framed in matching frames and beautifully aligned and mounted on the walls. He has been collecting ads for years, specializing in the years 1923 through the 1960s. They are highly visible and provide a fitting background for the cars on display. This building and the cars and wall displays must be seen to be fully appreciated; they represent a significant amount of planning and preparation as well as plain old painstaking work to produce a display of such complexity and quality. The visual impact of the whole building interior is stunning and takes time to be fully absorbed.

Oh, and the cars are there, too, all seven of them—except the 1954 Lincoln Capri convertible which is presently in the paint shop. There is a lovely original 1951 Lincoln Cosmopolitan convertible, a 1961 convertible sedan, a 1967 convertible sedan, a 1967 Lehman Petersen Limousine, a 1969 sedan and a 1994 Mark VIII, not to mention the 1996 Grand Sport investment Corvette convertible. We will not mention the new loaded

Not a speck of dirt or a smudge anywhere . . . this is a dream building for a car collector!

Chevrolet SSR pickup. All are nicely original or restored. All are spick and span and start on the button. All are accessible for viewing, notwithstanding the two cars that are elevated on car lifts. There is not a speck of dirt or a smudge anywhere. Truly, this is a dream building for a car collector.

John has been interested in classic cars for some time. Whereas he has collected Lincolns for 10 years, he started with early motorcycles and

steam cars. He drove a 1909 White steamer, 1906 and 1912 Stanleys, and a 1904 Grout. He also restored a steam-driven Buffalo Springfield roller that he donated to the nearby Baltimore Museum of Industry. But he returned to his automotive first love, Lincolns, and has never looked back.

This building by the Fischers could well inspire similar buildings by Lincoln hobbyists who are planning to build a suitable place to display their Lincoln cars and all the delightful attendant memorabilia, including the fragile Lincoln advertisements that are usually hidden away in dark scrapbooks. The Fischers are happy to share their Lincoln treasures and showcase building with serious Lincoln collectors. Like you, perhaps. Call them at 410-391-2220.



John and Isabelle Fischer spent years in the process of remodeling and enlarging their dream house, with special attention to the design and construction of their jewel-like showcase for John's collection of Lincoln cars and memorabilia. Come by and explore it sometime!

The London Lincoln Showroom



BY COLIN SPONG

Since the earliest times, motor manufacturers have appreciated the value of the export trade to augment their domestic business. Benz, Renault and De Dion exported their products all over Europe, Australia, and, to a lesser extent, the USA. American manufacturers were very successful in the export business, as their cars were generally more robust than their European counterparts, very suitable for the unmade roads of Africa, Australia and South America. Many European countries saw the imported cheap American car as a threat to the indigenous industry, so they imposed punitive taxes on their importation and annual licence fees.

In Britain some manufacturers, such as Ford and Overland, partially overcame this by assembling their cars in Britain from Canadian-made components, because Canada was part of the British Empire and enjoyed a lower rate of import tax on their products. Buick and Ford continued to use this loophole on fully assembled vehicles until the outbreak of war in 1939.

Lincoln also wished to export their cars around the world, and they seem to have been serious about it from the very early days. The *Lincoln* magazine for November 1923 contains an article entitled "English Scribes Like the Lincoln," in which "this new make" is described in glowing terms. The car illustrated is a standard seven-passenger touring car with front fender-

mounted side lamps, operating on a London dealer licence plate. Importation was handled by the Ford Motor Company from their headquarters at Trafford Park, Manchester. Despite the small numbers of cars sold, Ford printed their own unique brochures for the Lincoln, showing right-hand-drive cars and using "British" English terms such as "tyres." A brochure dated 1924 tells us that the chassis cost £1,000 while a limousine cost £1,310 . . . all very substantial sums at the time. In 1927, Lincoln in the USA even published a brochure entitled "An English Opinion of the Lincoln." It would appear that the importation of Lincoln cars continued at Trafford Park until the closing of that plant and the move to the all-new plant at Dagenham

in 1931. Distribution was via selected dealers in the major towns throughout the country. From at least 1930, the Lincoln Division, Ford Motor Company address was shown as 88 Regent Street, London, which was Ford's swanky London showrooms. During the 1930's the sales of Lincoln were minimal due to the high price and the generally poor economic conditions in the world.

With the arrival of the Zephyr, sales were expected to exceed vastly those of the K, and it is assumed that Lincoln looked around for suitable new premises. The earliest Zephyr advertising in Britain that I can locate dates from around March 1936, but it seems that the car was not generally available until May or June, with the contact address still at 88 Regent Street. An announcement in *The Motor* (UK) for 1 September 1936 carries the headline "New Lincoln Showroom and Service Depot." The text reads, "New British headquarters are being prepared in extensive premises on the Great West Road, Brentford, opposite the Firestone Tyre factory. The showrooms are already opened, and the works and service depot opens today. The recently announced Lincoln-Zephyr has proved extremely popular, hence the necessity of this special depot. Lincoln Cars, Ltd., has been formed to act as sole concessionaires in Great Britain and Northern Ireland, handling both the Lincoln and the Lincoln-Zephyr, and Mr. Andrew Black has been appointed general manager."

The Great West Road, as the

name suggests, runs west out of London into the then newly developed suburbs of Brentford and Ealing. Many major companies such as Firestone, Hudson, Trico, Leonard Williams (Packard concessionaires), Mercedes and Gillette moved into the new factories and offices that were developed along the same section of road. The buildings themselves were all built in the Art Deco style, but almost all of them have now been demolished and replaced by nondescript modern "boxes."

The Lincoln building was very impressive, with its neon Lincoln-Zephyr signs. I have tried to research the history of the building itself, as it seems that it was not brand-new when Lincoln moved in. It appears to have been built in about 1932, and by 1933 it was the headquarters for Armstrong-Saurer, a short-lived concern headed by Sir W.G. Armstrong-Whitworth, who had acquired the UK manufacturing rights for the Swiss Saurer diesel-engined trucks. This concern existed only until 1937, but it is not known for how long they resided at Brentford. I was told by David Burgess Wise, the former UK Ford Archivist, that the building was the former Delage car showroom.

With the coming of war in 1939, no more Lincolns were imported, and the Brentford premises became a maintenance and rebuild plant for military Ford cars and trucks. In addition, Sir Malcolm Campbell, who was a director of Lincoln Cars Ltd., stored his old racing hydroplane "Bluebird" under a cover in the yard; it was still there in 1949, a

year after he died.

When the war was over, the country was effectively bankrupt, and the socialist government of the time imposed very strict rules on the export of currency; thus, very few cars could be imported. A few postwar Lincoln V-12's did find their way to the UK, but they were most likely diplomatic cars or private imports by individuals who had US dollar funds out of the reach of the government.

Throughout the 1950's until the 1970's, Lincoln Cars, Ltd., remained the importer of North American Ford products and Australian Fords. As a result of this, the company was renamed Ford Personal Import Export, Ltd., finally leaving Brentford in the late 1970's and moving back to 88 Regent Street. The building itself lingered for several more years, acquiring a hideous modern façade before finally being demolished in the late 1980's.

Lincoln cars are not generally sold in the UK today, but they are available on special order via major Ford dealers or specialist US car dealers. They all come with left-hand drive, which is not acceptable to a majority of motorists; they also have to be modified to pass the government safety, emissions and "type approval" specifications.

When the Lincoln LS was introduced, there were press announcements that it was to be sold in the UK in right-hand-drive form, but this never came to fruition, despite rumours that it was available in that configuration in Japan. Perhaps the new Zephyr will assist Lincoln once again in the export markets.



The Lincoln MKZ

The New American Dream

Lincoln Inspires North American Consumers to Reach Higher

BY MIKE THOMAS

Article from employee publication FORD WORLD and photographs courtesy Ford Global Corporate Communications

Lincoln chose the Chicago Auto Show last month to debut the redesigned 2007 Lincoln Navigator and the 2007 Zephyr, renamed the Lincoln MKZ. If all goes as planned, both vehicles, along with the previously introduced MKX crossover vehicle and MKS concept sedan, will solidify Lincoln's way forward as America's luxury brand.

"People's attitudes about luxury are shifting and Lincoln is leading the charge," said Peter Horbury, executive director of North American Design. "This is an opportunity for Lincoln to reclaim its rightful place in the American luxury market."

Like all Ford brands, Lincoln is clarifying its identity as part of the Way Forward effort. After studying its customers' motivations and attitudes, Lincoln focused on its role as the American luxury vehicle, appeal-

ing to customers who celebrate the American Dream.

But what, exactly, is an American luxury car?

According to Anne Stevens, executive vice president and chief operating officer of The Americas, Lincoln customers are "hard-working people who are achieving their dreams. They believe in America and they hold dear to their hearts American values."

Translated into sheet metal, the vision comes down to understated luxury. "People want refinement rather than ostentation," Horbury said. "Lincoln is a luxury car that doesn't need to shout. It captivates with a whisper."

Lincolns have captured the attention of customers, particularly the brand's entry-level Zephyr, introduced last year and

so far producing a hit in terms of sales. To continue the momentum, Lincoln made the decision not only to improve the car, but also find a new name to go along with the changes.

The result is the MKZ, with a freshened design, new and more powerful V6 engine and an all-wheel drive option for 2007.

"Customer demand for Lincoln's mid-size luxury sedan has exceeded our expectations," said Al Giombetti, president, Ford, Lincoln Mercury Marketing and Sales. "We have taken a brand new, well received car and significantly improved it to draw a new generation of customers to the Lincoln brand. Judging by reaction in the showroom, customers are clearly ready for an American entry-level luxury sedan."

To further attract entry-level customers, the MKZ's new Duratec 35 V6 engine, paired with a 6-speed transmission, delivers 250 horsepower and 240 pounds-foot of torque, compared to the current model's 221



The Lincoln MKX

horsepower and 205 pounds-foot of torque.

The exterior design expresses Horbury's concept of understated elegance with new front-end and rear bumper designs, chromed trim at the beltline and on the mirrors, along with interior features such as real-wood trim, electro-luminescent lighting, satin nickel surrounding the controls and the industry's only THX II certified audio system.

Also new for 2007 is AWD, to attract the growing number of customers who want the feature, a number estimated to increase to a full 50 percent of the market by 2012.

At the other end of the luxury segment is the 2007 Lincoln Navigator. Entering the market at time of declining SUV sales, Navigator competes not by going for the bulk of SUV buyers, but by aiming for discriminating American buyers.

"The typical Lincoln Navigator owner is a check-every-box buyer," said Raj Nair, executive director, Body-on-frame Vehicles. "If there's an option, they want it. We set out to offer these demanding buyers more luxury, more features and greater level of craftsmanship."

The Lincoln Navigator



More luxury comes in the form of an extended wheelbase version, 14.7 inches longer than the regular model, with an additional 25 cubic feet of cargo volume.

Design elements include a new front grille that extends into the headlamps, smooth quarter panels and chiseled side mirror shells. Power folding running boards fold out of sight, but open automatically when one of the side doors is opened.

Interior features include a flow-through center console, genuine Dark Ebony or Anigre wood trim, satin nickel accents on the center stack and chrome accents. The cabin includes standard 10-way power driver and

front passenger seats and power adjustable pedals and memory functions. Optional is a power liftgate in the rear. Additional improvements include enhanced noise dampening, a stiffer frame and all-new independent rear suspension.

The Navigator's power comes from a 5.4-liter Triton V8, mated to a 6-speed transmission, generating 300 horsepower.

Taken together, the Navigator, MKZ, MKX and MKS concept address the desire of American luxury buyers for more with style, spirit and comfort. "We want people to know Lincoln is giving buyers fresh luxury choices," Giombetti said.

The Lincoln MKS



NOTES ON THE COVER ILLUSTRATION

BY THE EDITOR

■ During the devastating Depression years of the early 1930s, Henry Ford made automobiles at two price levels. One was the snappy mass-produced Ford V-8, and the other was a highly esteemed luxury car, the Lincoln, which cost ten times the price of a Ford. Lincoln sales were falling. Something had to be done to save the Lincoln name.

Ford President Edsel Ford convinced his stubborn father, Henry, to bring a new, upper middle class car to the market, priced to compete with the Packard 120 and La Salle. Lincoln Sales Manager Arthur S. (Hardrock) Hatch suggested a name for this new Lincoln, approved by the Fords. Hardrock named it after a train.

A train? Yes, the name came from the Chicago, Burlington & Quincy Zephyr, a train that embodied daring new technology which revolutionized rail travel and gave a discouraged America something they could understand and aspire to. Perhaps stretching the point a bit, one could say that this neat, small, sparkling and comfortable new method of rail travel was the supersonic transport of the day. So, in fact, was the new Lincoln-Zephyr car. In its day, it was a sensation. It was highly styled in the new streamlined theme, quiet, quick, comfortable; it handled well, and it was almost within

the price reach of the masses. Moreover, it was nimble and easier for owners to drive than the magnificent “big” Lincoln, which finally disappeared after 1939.

The Burlington Zephyr was not the first streamlined train. That honor went to the Union Pacific’s M-10000, which appeared two months prior to the Zephyr. It was a three-car riveted and painted steel consist with a Winton 191 *distillate* engine. Winton had become General Motor’s famed Electro-Motive Division. But the Zephyr came with a 600-hp Winton 201 *diesel* engine, along with shimmering natural fluted stainless steel construction, both a first in passenger railroading. With meticulous preparations, the first Zephyr train, number 9900, burst into public view

with a special non-stop run from Denver to the Chicago World’s Fair stage on May 26, 1934, to a waiting crowd, at an average speed of 77.61 mph. An estimated half million people cheered the train along the way.

But the Zephyr was really conceived as a desperate move to lure passengers back onto trains and save money while doing so. It succeeded on both counts. The weight, fuel and maintenance required of the Zephyr train was less than half that of the old, dark, steam powered trains, critical on low revenue routes. The original three-car Pioneer Zephyr train set was specifically designed for the Burlington’s Kansas City-Omaha route, with a leg to Lincoln, a daily round trip of 500 miles. It did indeed show a profit and was always popular. After long service it survives today, fully restored, at Chicago’s Museum of Science and Industry.

And so the seven additional Burlington train sets in the original 9900 Zephyr pattern prospered when expanded in size to meet specific route needs. In fact, the original Zephyr train formula was further expanded with newer diesel locomotives, sleepers and dome cars into a whole series of wonderful Burlington trains that entranced travelers until the advent of Amtrak.

So there was good reason for naming that new, small Lincoln a Zephyr. Keep in mind that this Lincoln, named Zephyr, preserved the Lincoln name in automobiles, a rich heritage for Lincoln’s new Lincoln Zephyr model.



This famous 1937 magazine ad drew a comparison between the handsome new Lincoln-Zephyr streamliner and its railroading counterpart, the Burlington Zephyr.

The LMCF in 2006: a Progress Report

About five years ago, members of the three Lincoln clubs perceived the need for a Foundation that would be dedicated to the preservation of the history and artifacts of the Lincoln Motor Car, along with the rich heritage of personalities, model creation, manufacturing, usage, and social impact surrounding Lincoln cars.

The group was organized and incorporated in the State of Michigan as a non-profit entity by senior hobbyists and industry officials who elected Trustees and operating officers. The Board of Trustees meets twice per year, including one General Members meeting.

The Foundation sought and received 501(c)(3) tax-exempt status from the U.S. Internal Revenue Service, which carries the responsibility of disseminating information to the public.

An early and ongoing project is to identify, collect, preserve and make available for public use all manner of Lincoln material published by the manufacturer, including repair, maintenance and servicing manuals and documents, owner's manuals, advertisements and promotional literature, and the like, starting with the period of 1920–1948. Early on, the Foundation made the decision to use the latest digitizing technology in preserving and disseminating this material, and has pioneered aspects of this usage.

The Foundation sought and received license approval from Ford Motor Company to use Ford intellectual property embodied in the Ford publications.

The Foundation adopted a logo

and began publishing an award-winning twice-yearly newsletter named *The Lincoln Link*.

About two years ago, the Foundation learned that the famed Lincoln factory, built by Henry Leland in 1917, was in the process of being razed. The Foundation Chairman thereupon sought approvals for the removal and preservation of the Lincoln name limestone blocks from over the main doorway and organized the removal, transport, cleaning, mounting, presentation and funding of the blocks. They were unveiled by the Foundation's Jack Eby and Lincoln Mercury President Darryl Hazel on May 22, 2004.

In 2005, the Foundation published a Catalog of Lincoln Advertisements for Lincoln models L and K, 1920 through 1939. This was sent to members of both the Foundation and the Lincoln Owner's Club. The catalog contains some 3000 listings and is primarily the work of Zeb Conley and Karl Zahn, with additions from the membership.

During 2005, the Foundation negotiated with the highly regarded Library of the 60,000-member Antique Automobile Club of America as a repository for Foundation donations. The Library will organize, identify and preserve Foundation material, and is now providing complete library services in presenting this information to the public. Much material has now been donated and processed into the library, including a large lot of material from the Lee Kollins estate plus the remaining personal effects of famed Ford auto stylist Bob Gregorie and a

continuing parade of valuable material of historical value.

The Foundation's ongoing projects include living history recordings, tracking potential vehicle donations (when the time is appropriate), and proceeding with the enormous task of digitizing all that printed matter.

The Foundation goes from strength to strength, thanks to the quality of its leadership and enthusiasm of its members. Join us.

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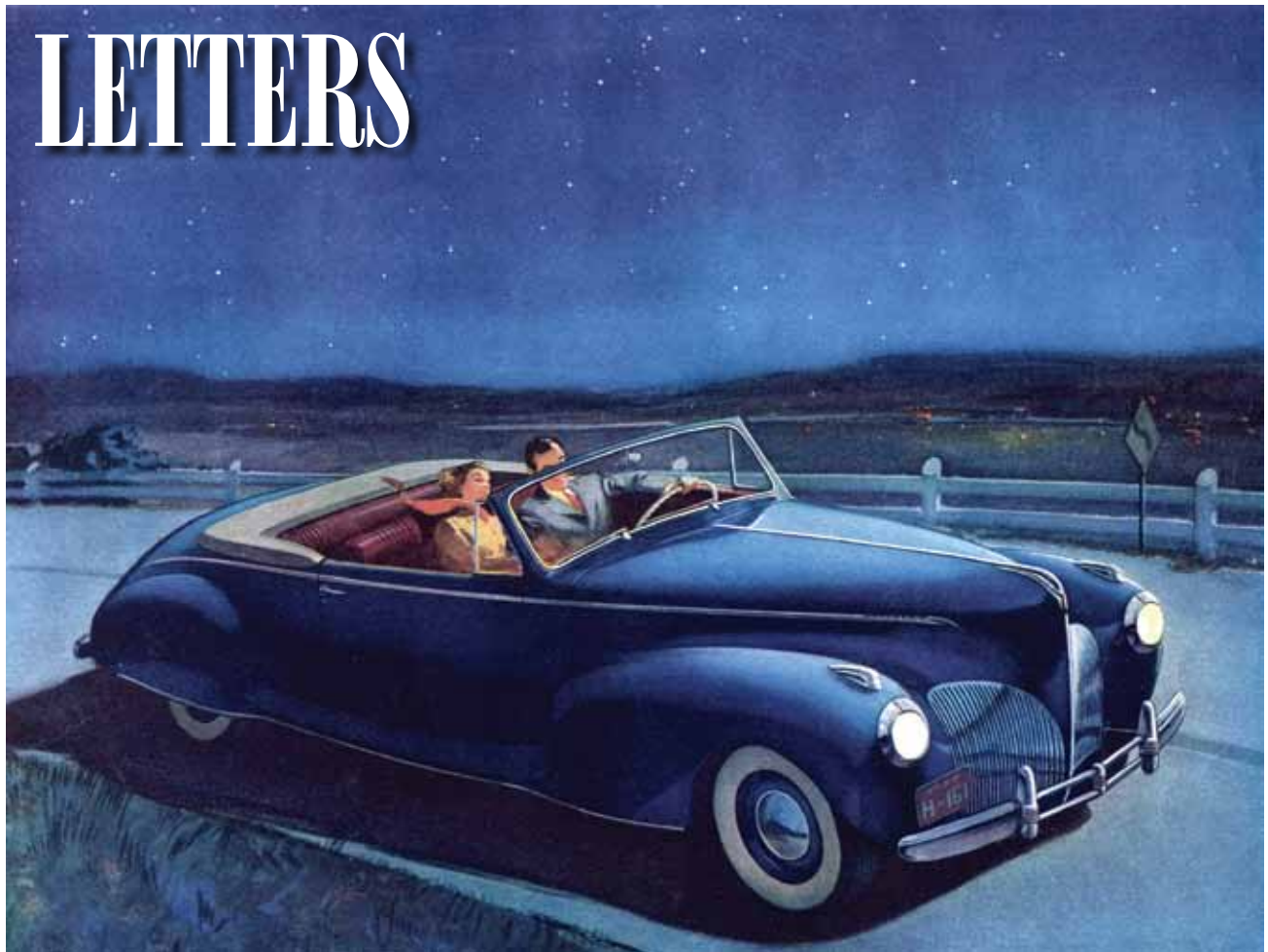
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EXECUTIVE COMMITTEE

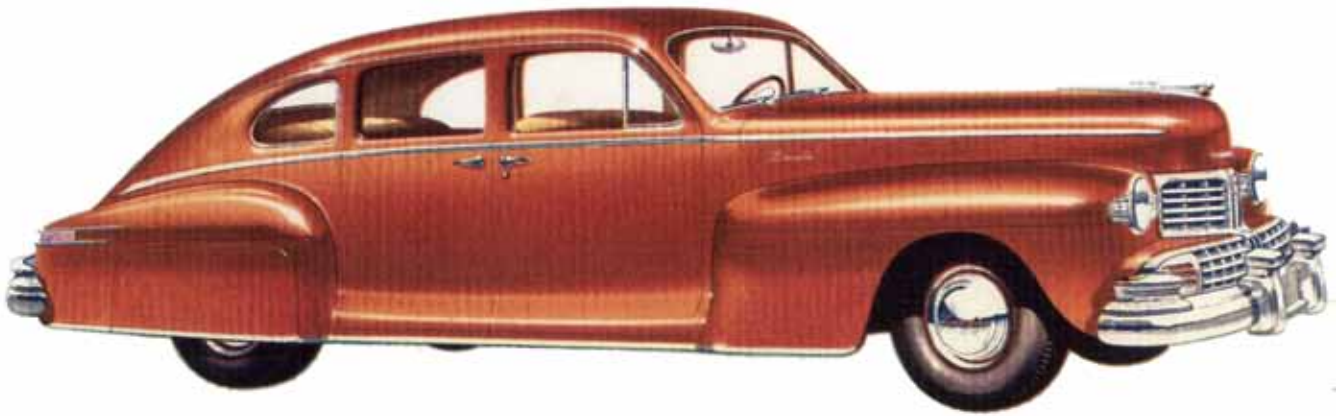
LETTERS



A comparison of the art used in Lincoln's magazine ads with actual photographs reveals some romantic exaggeration to make the car appear longer, sleeker, and more powerful. Compare reality and fantasy with the 1941 Lincoln-Zephyr convertibles shown on this page and the 1946-'48 Lincoln sedans on the facing page.



Dear Editor,
I read with great interest the "Collecting Auto Ads" article in the Fall, 2004, issue of *The Lincoln Link*. Like you, I love old automobile advertisements, especially Lincoln ads from the '30s and '40s. My modest collection includes some really neat ads of that period. After reading your article, I took them all out and looked through them for the umpteenth time, and it struck me that there is much more going on there than just a rendering of a beautiful car. Many of these ads illustrate how the dramatic streamlining of the Lincoln Zephyr cars, for



example, was “enhanced” by the artists who created them.

The fun in collecting ads, of course, is to peruse them again and again until they become old friends. I soon realized that the long hoods and the massive car size, compared to the diminutive size of the passengers, were not quite exactly real life, even though they are the stuff of dreams. It is obvious that the purpose of these ads was to *sell cars*, and the sales department no doubt instructed the artists to make that hood longer and show the car powerfully sweeping up a mountain road, as well as to make the car owner proud when he parked at the country club. I am told that color photography was expensive and time-consuming in the '30s and '40s, and having a skilled illustrator produce a rendering to flatter a car's lines was quick and cost-effective. A good image is more powerful than a thousand words.

Shown here are a couple of Zephyr ads that show distorted car proportions. But aren't they delightful? Part of the appeal of these glorious period examples of automotive art is that the engine



hoods really look to be *long* and the car looks *low* to the ground, and the tiny people make the car look *massive* (lots of automobile for the money)—and look at that gorgeous thing power up that mountain road! That's the sizzle, folks, that helps sell the steak!

I *love* the Lincoln Motor Car Foundation! Keep on doing great things.

—JOHN L. SWEET IV

Meet Your Trustees

■ *The Lincoln Motor Car Foundation was founded and organized by Lincoln enthusiasts who entirely volunteer their services. None of the Foundation Trustees and Officers are paid in any manner. They are senior people in the hobby and in the industry, with a wealth of experience and ability to bring to the Board of Trustees.*

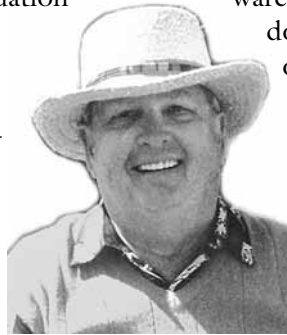
Robert J. Anderson has been a trustee of the Lincoln Motor Car Foundation since its inception.

He comes to the Foundation with over four decades of experience in vintage Ford products and Lincoln clubs. He joined both the LCOC and the LZOC in 1968, and has served on the boards of both clubs. Bob is also a long-term member of the CCCA and AACA.

Several interesting Lincolns have passed through Bob's custody, and several remain. Chief among these is the 1939 Lincoln Continental prototype, which Bob restored to a high standard and has received much acclaim at shows and in print. Bob also owned for a time the 1939 Zephyr convertible sedan which helped inspire the formation of the LZOC while in the hands of John Yount. In addition to the '39 Continental, he currently has a 1941 Lincoln Custom Limousine and a 1940 Continental cabriolet. Other interesting cars with Bob are a 1946 Ford Sportsman, a 1960 Thunderbird (since new) and a 1957 Thunderbird.

In Houtzdale, Pennsylvania, Bob owned and operated the family department store business

from 1958 to 1981. He also ran a lively commercial hardware business, now wound down to appearances only at the Carlisle and Hershey meets. All along, Bob has collected early Lincoln literature and dabbled in Lincoln parts.



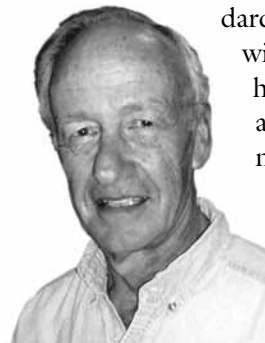
Bob Anderson

Bob married Pat, a local Houtzdale lady, more than 50 years ago. They have three children, of whom Bobby, the oldest, often helps Bob with the restoration and management of the cars. He is married, lives in Houtzdale and works in developing natural gas wells. Todd also lives in Houtzdale and works for the University of Pennsylvania. Nanette lives in Florida and is a pharmacist by profession. Bobby and Nanette, too, are members of the Foundation.

Wearied of snow and cold weather, Bob and Pat have wintered in Florida since 1981. While there, Pat was instrumental in their becoming close friends with the widow of Bob Gregorie, and the Andersons were able to arrange the donation of Bob Gregorie's remaining personal effects to the Foundation.

Thomas W. Brunner was recently elected secretary of the Lincoln Motor Car Foundation. He comes to the Foundation with a rich 30-year background in vintage Ford products and clubs, starting with Fords and the Early Ford V-8 Club. He owned first a restored 1939 Ford convertible coupe, then a 1934 Ford cabriolet, both with rumble seats. In 1988, he met Jerry Emery, who introduced him to the Lincoln-Zephyr Owners Club and a new group of Lincoln enthusiasts. Accordingly, he slipped into Lincolns, starting with an early 1938 Zephyr convertible coupe and progressing to a 1938 Zephyr convertible sedan. That car was restored to 100-point condition and won many awards. He ultimately sold it because, as he explains, it was simply too nice to drive on a regular basis.

In the same time frame, Tom acquired a 1942 Lincoln-Zephyr convertible coupe, which was also restored to a high standard. He is so entranced with 1942 Lincolns that he recently bought another one—an original 1942 Zephyr sedan, previously owned by Harold Zulick, which he enjoys driving. Tom also owns a rare 1940 International sta-



Tom Brunner

tion wagon and a 1936 Mullins trailer, both restored to original condition.

Tom has flourished in the Lincoln old car culture, serving as a director of the LZOC Western Region and recently becoming treasurer of the LZOC.

By profession, Tom is a lawyer, earning undergraduate and law degrees at Northwestern University. He also holds an MBA from Indiana University. He practiced law for 32 years in the Indianapolis area, retiring in 1992 after 25 years with the Eli Lilly pharmaceutical company. He then moved to Arizona and continued his interest in vintage Lincolns.

The Brunners have two children. One married son, Rick, designs lighting fixtures in Louisville, Kentucky, and has one child. The other son, Jim, lives in Indiana. A guitar major with a master's degree in music, he teaches music and serves as a church music director. Tom's wife, Joan, holds a Ph.D. from Arizona State University and teaches elementary education at the University. Her mother is 92, and has moved into the same community.

Tom is enthusiastic about the work of the Foundation and its potential for enhancing the Lincoln brand. Welcome aboard, Tom!

A founding member and current president of the Lincoln Motor Car Foundation is Gerald A. Capizzi, but please call him Jerry. He grew up in the shadow of Henry Ford, who frequently visited the Edison Institute in Greenfield Village, where Jerry attended grade and middle school.

After high school, Jerry earned a mechanical engineering degree at the University of Michigan. His first job was with a fastener company that supplied the aerospace industry. In 1966 he moved to Chicago to work for a fastener company supplying the auto industry. In the mid '70s he formed his own company, which today produces stampings, springs, cold headed and screw machine parts, as well as electronic assemblies and components for most of the automotive OEM, Tier I and II manufacturers in North America. The company has manufacturing facilities in three U.S. locations, as well as joint ventures in India and China.

Jerry has been collecting and restoring cars since 1970. The Cappy Collection consists of over 75 Ford Motor Company products including Thunderbirds, Fords, Edsels, Mercurys, trucks, and a Pantera, but latterly emphasizing Lincolns. These include a breathtaking 1937 Zephyr coupe

and a 1938 Model K Brunn Semi-collapsible Cabriolet, plus a 1937 K LeBaron Sport Roadster, a 1939 K Willoughby 5-passenger Sport Sedan, a 1942 Continental Cabriolet and a 1951 Cosmopolitan Convertible. Two full-time and long-term employees and two part-time employees manage and restore the cars.

Jerry participates in about twelve national shows and concours events annually, and has won numerous "Best in Show" awards for his cars. He is a member of the LCOC, LZOC and LOC clubs, and has built up an extensive library of literature in support of his cars.

The commitment of the Cappy Collection is to *Give The Automotive Past A Future*.

Jerry and Jack Eby were instrumental in securing and organizing the large amount of Lincoln material from the Lee Kollins estate for the Foundation.

Jerry's father, I.A. Capizzi, was general legal counsel for the Ford Motor Company in the 1930's and 1940's and served as personal attorney to Henry Ford. Jerry and his wife, Carolyn, live in the Chicago area and winter in Orange County, California, near his mother.



Jerry Capizzi

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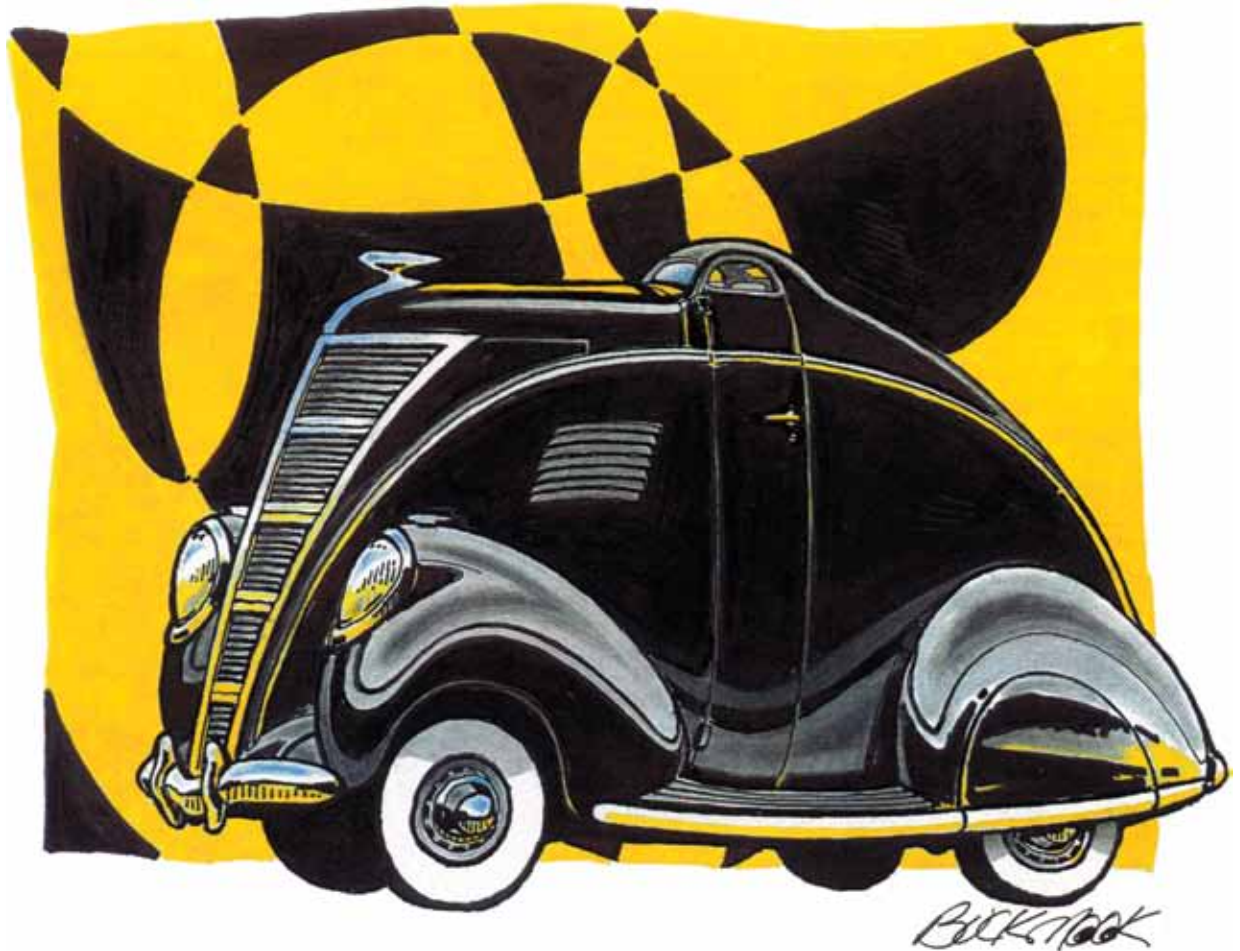
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