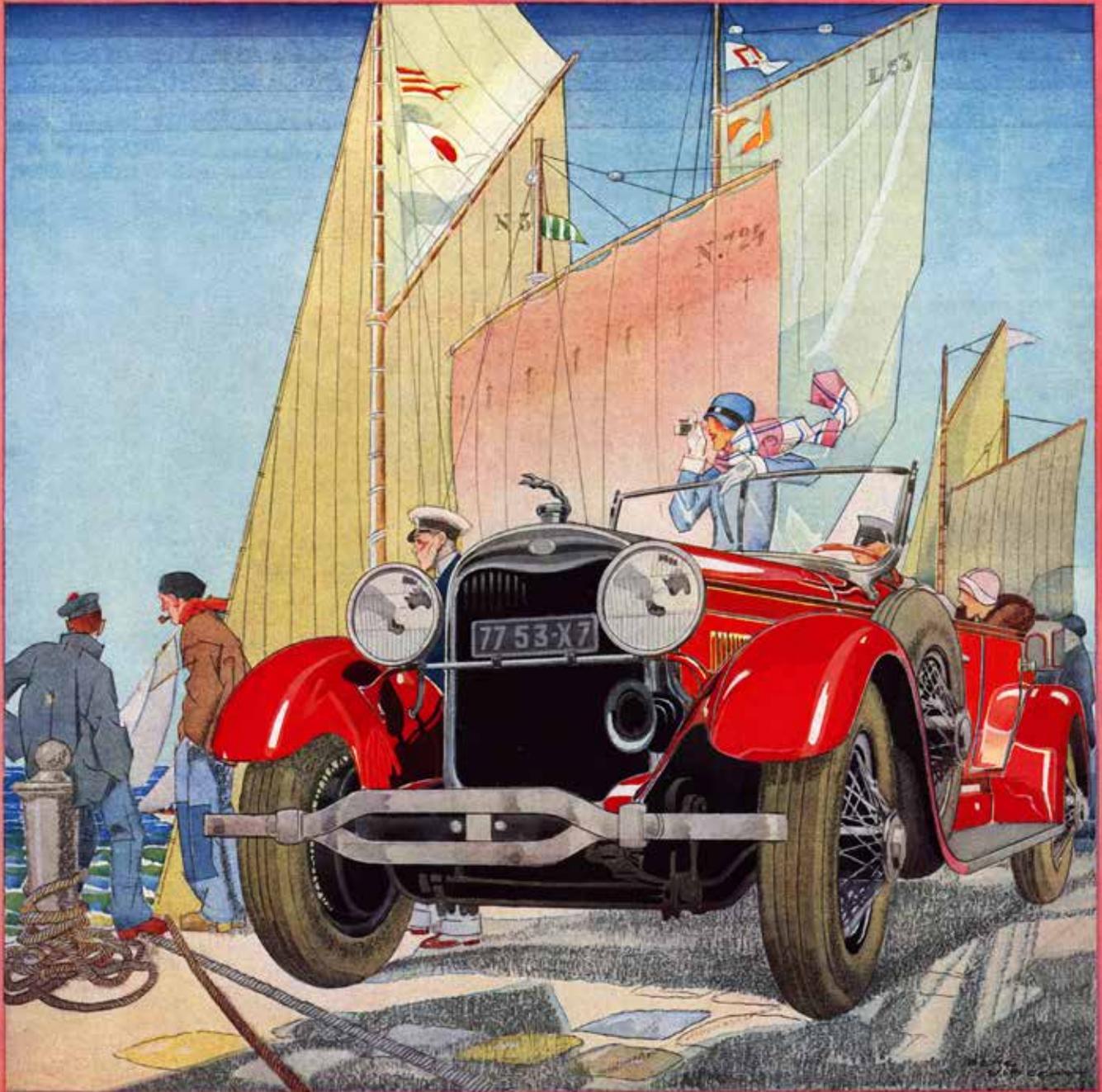


The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE



LINCOLN

MOTOR CAR FOUNDATION



The LINCOLN LINK

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

■ **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).

Send your name and a check to: Cornerstone Registration Ltd., P.O. Box 1715, Maple Grove, Minnesota 55311-6715, or call 866 427 7583 and pay by credit card. Contact them by e-mail at LCOC@cornerstonereg.com.

■ **ON OUR COVER:** A flamboyant color illustration of a 1928 Lincoln Phaeton as seen in *L'illustration*, a French magazine. “La Lincoln est une voiture qui complète et qui consacre le luxe,” says the text—“The Lincoln is a car that completes and consecrates luxury.” To disembark from your sumptuous yacht into your Lincoln is to live in the same setting, to taste a pleasure of the same quality!

■ **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

Spring is here, and we are all looking forward to getting our Lincolns out on the road and on the show field. Our annual Lincoln Homecoming will take place August 6-10, 2025, on the grounds of the Gilmore Museum. I encourage you to take in the Wednesday evening Cruise-in at the Gilmore, along with the fun tours to the Studebaker Museum on Thursday and Turkeyville on Friday. We will also be hosting the auction and our evening events in the stunning new Gilmore Event Center near the historic filling station. Show day is Saturday, and in addition to Lincolns, we are welcoming **Edsels, Mercurys, Monarchs and Thunderbirds** to the field. We hope to see a wide range of vehicles, showcasing the magnificent designs and history of these automobiles. Judging is People's Choice across a variety of categories, and one vehicle will be crowned with the "Lincoln Star" Best of Show award.



The Lincoln Motor Car Foundation, the Lincoln Motor Car Heritage Museum and Research Center are all doing well. We continue to make progress toward our \$2 million museum endowment fund goal, which will make the museum self-sustaining in the future. We are grateful for the many donations that have made this possible. **Joel Dickson**, VP for Library and Archive Research, is making wonderful progress working on the Lincoln digital library. Soon you will be able to research Lincolns right from the LMCF website. If you have materials to donate to the digital library, please contact Joel at s.s.cejay@hotmail.com or 609.399.7320.

Our museum received several Lincolns in 2024, most notably the coach door Lincolns from the 1960s, including Elvis Presley's Continental and a Lehmann-Peterson Limousine that was driven to the museum all the way from New York state. We are saddened by the passing of a long-time Lincoln collector and enthusiast, **Stan Lucas**, and are immensely grateful to his estate for donating one of the most iconic Lincolns known, the 1929 Lincoln Aero Phaeton. It is definitely a must-see when visiting the museum. All 37 vehicles at the museum help tell the Lincoln story. If you're considering donating a Lincoln—or Lincoln memorabilia—contact **Jim Blanchard** at jim.zephyr@gmail.com, 419.461.1113, or me.

When making your 2025 charitable giving plans, I hope you'll consider the Lincoln Motor Car Foundation—specifically, the endowment fund. That fund will ensure the continued operation of our museum for many years to come. Look into the "Become a Lincoln Star" program mentioned later in this publication or contact **Bruce Kopf**, bruce.kopf@gmail.com or 313.949.8185, or **Jerry Seibert**, gascfp@hotmail.com or 217.414.7702.

Warm regards,

—PAUL C. TEMPLE

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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 2025 Homecoming will be held August 6–10. Mark your calendar!

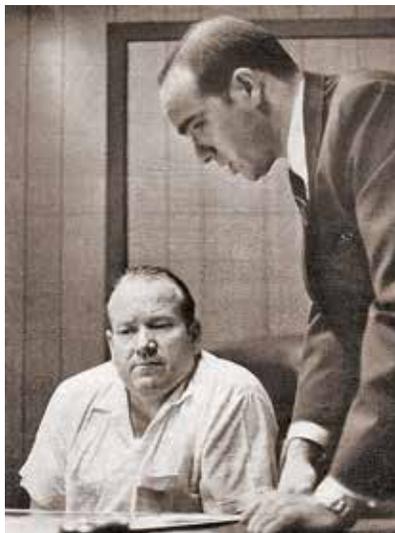


Lincoln Lehmann-Peterson: the Original Executive Limousine

BY MARISA GUSTAFSON
AND JIM BLANCHARD

In 1963, George “Skip” Lehmann and Robert “Pete” Peterson took a stock Lincoln Continental sedan chassis and turned it into the world’s first known stretch limousine. This move soon landed them a contract to build Lincoln Continental limousines exclusively for Ford Motor Company, securing Lehmann-Peterson’s spot in the executive transportation market. They set the standard for limousine construction through 1970.

George Lehmann came up with the idea to use the Lincoln Continental chassis, but it was Robert Peterson’s expertise with building race cars that informed the prototype design. Despite being a new company with no track record, and presenting a limousine that weighed 500 more pounds than the standard factory car, Lehmann and Peterson drove their creation



■ Robert Peterson (seated left) and George Lehmann

from Chicago to Dearborn to pitch their concept to Ford.

Initially skeptical, Ford engineers put the limo through rigorous stress and crash tests. After 40,000 miles of abuse, it was concluded that the Lehmann-Peterson limousine was stronger and more luxurious than its stock counterpart.

The spec built limousine first debuted at the 1964 New York International Auto Show, and represented Lincoln’s first custom vehicle production since 1942. Lehmann-Peterson Company was the only independent shop in the country converting standard cars into limousines on a production basis.

Lehmann-Peterson limousines were marketed in Lincoln brochures, sold and serviced by Lincoln dealerships, and covered by the Lincoln warranty.

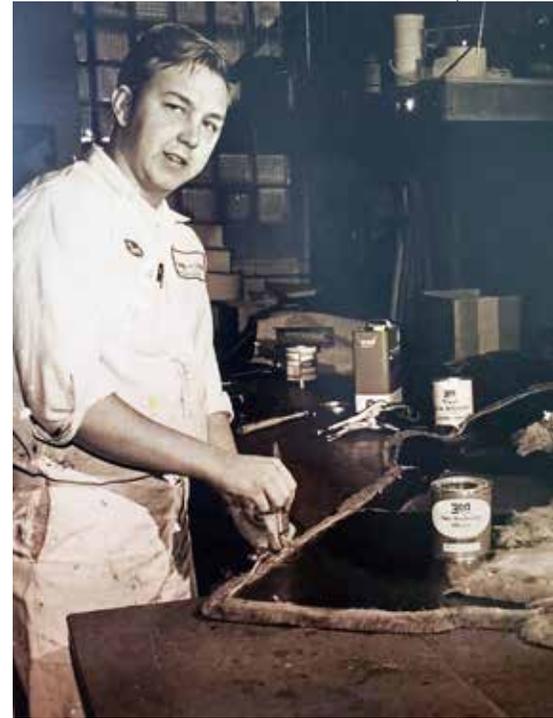
The Chicago Illinois shop was a “fun and innovative place to work,” recalls Tom Johnson, who was responsible for the plush mouton carpets and beautiful interiors.

Lehmann-Peterson limousines were pioneers in adding modern amenities. They were the first to include telephones, refrigerators, bars, televisions, and compartments—items now standard in today’s minivans and SUVs.

Their signature design was



■ Above: A Lehmann-Peterson technician trims the padded vinyl top on the 1965 Lincoln presidential limousine built for President Lyndon B. Johnson. Right: L-P craftsman Tom Johnson applies some luxurious mouton trim to an interior upholstery panel.



rear-facing seats with a center console that included entertainment options like a bar or TV.

Lehmann-Peterson built limousines for President Lyndon B. Johnson, the Queen of the Netherlands, Spain's Generalissimo Franco, and various maharajas and oil sheiks. Their understated limousines were the preferred mode of transport for Elizabeth Taylor, the Beatles, and other celebrities.

By 1966, the demand for a converted limousine outstripped production. Only two years after opening their doors for business, Lehmann-Peterson was turning out about four vehicles per week, with 104 limousines in 1966 alone. This was their highest production year.

The normal conversion took 27 days to build. But in a remarkable feat, they completed a specialty conversion for the Pope's American tour in 1964 in just eight days. The Popemobile featured special screens, lights, and a public address system.

Fittingly, the car Ford sent to Chicago for this high-profile conversion was the original prototype that Peterson and Lehmann had driven to Dearborn in 1963.

Ford ended their association with Lehmann-Peterson in 1970 due to new safety and build standards. The final blow came in 1972, when George Lehmann passed away at the age of 34. Without him and the promotional and advertising support the company had enjoyed

through their production alliance with Ford Motor Company, the company was sold to Moloney Coachbuilders.

Robert Peterson supervised Moloney's production lines and was awarded an Industry Lifetime Achievement Award in 1990. Peterson passed away in 1995.

Less than 500 L-P limousines were built, and fewer than 100 survive today. The Lehmann-Peterson remains a symbol of timeless elegance.



■ Left: George Lehmann and Robert Peterson pose with the flag-bedecked presidential L-P Lincoln limousine as they deliver it to the White House in Washington, D.C. Note the presidential seal on the door.



Resurrecting a 1990 Lincoln Town Car

BY TONY BLAINE

Photos courtesy of the author

The 1990 Lincoln Town Car featured unique styling and design and was awarded the *Motor Trend* Car of the Year. For the first time in 38 years, this award was given to a four-door luxury sedan. This also marked the fourth time in five years that a Ford Motor Company vehicle received this highly coveted award.

During the 2022 Homecoming and LCOC Grand National meet, which coincided with Lincoln Motor Company's Centennial celebrations, the Foundation received a 1990 Town Car Signature Series. LMCF Chair Paul Temple was very excited at the prospect of proudly displaying the Town Car on the museum floor alongside the many notable vehicles in our collection.

The Town Car was donated by LMCF member Dennis Oliver and was to be driven by a hired driver from Colorado to Hickory

Corners, arriving in time for the 2022 Homecoming. That's where this story takes a very unfortunate turn. The driver was to meet Paul at our host hotel and hand over the car. He arrived on schedule, found Paul—who was handing out meet packets to arriving members—and literally tossed him the keys and disappeared.

When Paul was able to break free from the registration table, he made his way to the parking lot only to find a 1990 Town Car that had been “shortened” by a few inches on either end. Apparently, our driver had been involved in a little fender bender on his way to Hickory Corners!

Later that evening, I saw Paul at dinner, and he told me about the mishap and how disappointed he was that the car was no longer of museum quality. The next day, I found the car parked in front of the museum at the Gilmore grounds. It was bad, but not the worst I'd ever seen. Having sold these cars when new, and not-

ing the significance of the 1990 Town Car, I volunteered and vowed to return the car to its former glory.

A few months later the Board of Trustees accepted my offer to repair the car. At the time, I was managing a local Ford store and had full access to the dealership's collision center. I figured that I could enlist the help of a few LCOC members and my best friend Rob McGill, who just happens to be a paint and collision repair technician and in my employ. For me to pull this off, the car would need to be brought to Cincinnati.

Paul Temple arranged for me to pick up the car from the museum on a Saturday morning in early April 2023. Leaving home well before sunrise, accompanied by my recruits, fellow LCOC Southern Ohio Region Director Ted Hilton and fellow LCOC member Ryan Beatrice, we arrived in Hickory Corners at about 10:00 that morning.

To our surprise, the car was

on the museum floor, with the air suspension completely deflated and the engine leaking oil profusely about the floor. One might say it was marking its territory by the oil puddled on the floor! As with any car restoration, the more you look, the more you will find, and with six eyes instead of two, we found a lot!

The ride home was filled with quite a bit of chiding from my passengers, asking what I had gotten myself and them into, pointing out that I already had a few projects of my own to finish. By the time we made our first pit stop, we had already developed a plan of attack, and Ted and Ryan were fully committed.

Ryan had agreed to donate much-needed hard-to-find Town Car parts he had acquired over the years. Within a few days Ryan was dropping off headlamps, parking lamps, a new grille, and various moldings and small parts.

Ted Hilton, a retired ASE master mechanic, and the guy who keeps many LCOC Southern Ohio and some Hoosier Region members' fleets of Lincolns on the road, agreed to donate his time and talent. Ted quickly developed what seemed to be an endless supply of needed parts for me to procure. I kept my parts department manager quite busy sourcing NOS parts whenever possible.

Ted and I began work on the mechanical needs of the car in my shop at home. The car was hemorrhaging oil from the intake manifold, valve cover gaskets and oil level sensor in the oil pan—typical for a 302 Windsor engine.

Once the oil leaks were addressed, I turned my attention to the air suspension. Somewhere in its life, someone had disabled the air suspension by bypassing the control module with



■ Both ends of the Town Car needed to be reworked in the bodyshop due to a mysterious mishap that apparently occurred on its way to the museum.

some very creative wiring, which resembled Medusa's hair, and a makeshift Schrader valve to add air to the system.

The easy fix would have been to simply throw a set of coil springs from a Grand Marquis under the car, but I've made it my mission to save any air suspension system I can. It's my opinion that the air ride is one of the things which set Lincoln vehicles apart from their contemporaries. After sorting the wiring issues and repairing some air lines, I discovered that the air compressor for the suspension was bad and was most likely the cause of the attempted and botched workaround in the first place.

With the suspension operational and holding air, it was on to the exhaust. The car sounded more like an old Winston Cup stock car than a stock Lincoln Town Car! I was able to source a complete NOS dual exhaust system. After a few late-night hours on the lift, the Lincoln sounded as if it had just rolled off the line at Wixom.

Once the mechanical repairs were completed, back into the trailer she went—off to the dealership bodyshop for my best friend Rob to work his magic. The only issue? I hadn't really filled him in on the work for which I had volunteered him. He was the real key player in pulling off this operation.

When I had finally worked up the courage to tell him that I had another project for him in my trailer parked just outside, I took a deep breath and walked into the dealership's bodyshop. When I broke the news, he looked at me with disgust, said some words that my mother told me never to say, and called me a few names—as he usually does. I walked away fully convinced he was onboard, but this would cost me at least a filet mignon at the local Outback Steakhouse.

Not only had the car sustained damage to the front and rear, but it also had some severe damage to the left quarter panel, which would have been easier to replace than repair. Unfortunately, NOS 1990 Town Car quarter panels

are nearly extinct, and finding a rust-free donor in the Midwest improbable. Rob had no choice but to repair the panel. Of course, he made it look quite effortless, and his repair work is undetectable to the most discriminating eye.

The front bumper cover of the 1990 Town Car was a one-year-only design which incorporates a unique stainless-steel molding. As luck would have it, this molding was mangled from the accident. In my opinion, this was ultimately the most challenging part of this restoration.

Unable to source a new piece, I became very intimate with this molding, spending several hours with a hammer and dolly straightening the molding until it once again fit the bumper cover. The hammering proved therapeutic for me, and I was rather proud of my newly discovered metal shaping skills.

Within a few months, Rob had all the body panels straight, fitting properly, and ready for paint. I was beginning to see light at the end of the tunnel, hoping it was not a rapidly approaching freight train!

Now that the body work and paint were in check, it was time to address the interior. I dropped the Town Car off at the upholstery shop for a new headliner. Once the headliner was finished and the car was back in my workshop at home, I removed the steering wheel for a quick cleaning and re-dyeing of the leather wrap.

From that point on it was a matter of cleaning and detailing. With the help of my better half, Michelle, we steamed, extracted, and scrubbed. Soon the interior was looking new. The Town Car was coming together, and soon I felt like it was 1990 all over again, except for the gray hair



■ Fully restored, the Town Car makes a triumphant return to the LMCH Museum.

and a bad knee!

As a side note to this story, during the time I had the Town Car, I received a call from an old friend, former Lincoln Mercury dealer Danny Varney. While we were catching up, he asked what my current Lincoln projects were. When I told him about the Town Car, he said, “I have something for you.” A few days later, Danny showed up in my office with an original 1990 Town Car “Car of the Year” banner which had hung in our showroom way back in the day! Danny, being a true “car guy,” had had the foresight to save it and preserve it. He said he could think of no better use for the banner than to accompany our 1990 Town Car.

After nine months, it was time to deliver this baby . . . back to the Foundation. It was decided

that we would trailer the car back to Hickory Corners on a Saturday morning in February. Of course, we woke up to a couple of inches of fresh powdery snow. Michelle was kind enough to get up early and help me clean the windows of the truck, and I was off to pick up Ted and Ryan, as it was only fitting that they accompany me in returning the Town Car to its rightful home.

In the end, we took a tired, slightly worn, and badly damaged thirty-three-year-old car, peeled back the layers, and made it worthy to share the same space with some of the most beautiful and notable automobiles ever produced. None of this would have been possible without the help of great friends, a shared love of the brand, and the desire to save just one more old Lincoln!

Lincoln Motor Car Heritage Museum Report



BY JIM BLANCHARD

Your museum continues to grow strong in support of our mission to share the fabulous Lincoln story. We currently have an abundance of coach door Lincolns from the 1960s on the floor. These are some of the most iconic and loved Lincolns ever produced—be sure to see our owned 1964 convertible sedan and a loaned 1964 Lehmann-Peterson Executive Limousine. This is the first year for the Lehmann-Peterson offering, and it is beautiful, in dark blue paint with blue accented interior.

Tom Johnson, an L-P employee, recently donated some photos and items from his time at the storied downtown Chicago

shop. He also provided us with an in-depth interview of his time working with George Lehmann and Robert Peterson. We plan on sharing via the online library or display at the museum. We also have planned an updated Lincoln-Zephyr kiosk that will display some dealership factory NOS parts and items. This type of display is highly interesting and helps illustrate the ownership experience from that period.

Our 2025 Homecoming is going to be a fantastic gathering, as we have expanded our invitees to our Edsel, Mercury, Monarch and Thunderbird cousins. There are also some great tours available, but Saturday, August 9th, will prove to be the best day, with cars on the field.

As you consider your financial support of your Foundation, consider the great value that \$1000 Lifetime Membership confers: free lifetime admission to the museum, full digital access to our online Library, Lifetime Membership card, printed advance copy of *The Lincoln Link*, and most importantly, the satisfaction of highly supporting one of the finest automotive museums representing the finest car—your Lincoln Motor Car Heritage Museum! Thank you for your continued support!

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



12th Annual Homecoming at the Lincoln Motor Car Museum—August 6-10, 2025

The 12th Annual Lincoln Homecoming will be held from Wednesday, August 6, to Sunday, August 10, at the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan. Hosting the 2025 Homecoming will be the Lincoln Motor Car Foundation. This year's Homecoming promises a series of engaging events.

Paul Temple, Chairman of the Lincoln Motor Car Foundation, along with the 2025 Homecoming Committee, have been meticulously planning a series of exciting events you do not want to miss! This year, the event boasts a new host hotel, the Delta Hotel by Marriott Kalamazoo Conference Center.

The Homecoming kicks off with the Wednesday night Cruise-In at the Gilmore Museum. This free event runs from 5:00–8:00 p.m. and is open to the public. Bring your show car and enjoy a delightful evening.

On Thursday morning, attendees can embark on a motorcoach bus trip to the Studebaker Museum in South Bend, Indiana. The bus will depart from the hotel at 8:30 a.m. Limited seating is available, so register early for this event. The excursion includes a guided tour of the museum and a buffet lunch. The group is expected to return to the hotel by 4:00 p.m. Dinner arrangements are on your own for the evening.

A driving tour to Turkeyville USA is planned for Friday. The group will depart the Gilmore campus at 10:00 a.m, heading to Marshall, Michigan, which is about a 40-minute drive. Once there, participants can explore the shops and have lunch at the Cornwell's Dinner Theater. The dinner show begins at noon, or there is a matinee show without lunch that begins at 2:00 p.m. The show on August 8th is "Hit Me with Your Best Shot," featur-



■ *Stepping up to the role of Homecoming host hotel this year is the Delta Hotel by Marriott Kalamazoo Conference Center. Travelers love the great staff, rooms, beds, pool, full-service onsite restaurant and hot tub here.*



■ You'll see an interesting variety of Studebakers and Packards at the Studebaker Museum in South Bend. The 1956 Packard Predictor concept car at right appears to have some of the same styling cues as the 1958 Lincoln Continental Mark III.

ing a hard-rockin' look back at the top tracks of the '80s. Tickets can be purchased online at www.turkeyville.com/dinner-theatre/2025-season.

On Friday evening, attendees can enjoy a catered dinner at the newly established Gilmore Event Center. The evening begins with a cash bar at 6:00 p.m., followed by dinner at 7:00 p.m. After dinner, the traditional auction will take place, so be sure to bring your Lincoln parts and memorabilia to donate.

The Lincoln Car Show is scheduled for Saturday, welcoming all Lincoln automobiles. You do not need to be a member of a Lincoln club to participate in the show. In addition to Lincolns, this year we are welcoming Edsels, Mercurys, Monarchs and Thunderbirds to the show field. The Lincoln Motor Company will also showcase its latest vehicle offerings during the event.

Saturday evening's dinner will also take place at the new event center at 7:00 p.m., preceded by a cocktail hour with a cash bar at 6:00 p.m.

The Lincoln car show will continue on Sunday. LMCF will hold its annual business meeting at 10:00 a.m., followed by the board of trustees meeting at 11:00 a.m. Both meetings are open to all Lincoln enthusiasts.

The online Homecoming registration link and forms are located on the Lincoln Motor Car Foundation website, <https://lmcfhomecoming2025.cornerstone-reg.com>. This link also connects you to the online hotel booking information.

If you prefer to contact the hotel directly, please call 269-492-7439. The group rate is \$139.00 per night before tax. Group rate dates are Tuesday, August 5, to Monday, August 11, 2025. Mention group code Lincoln Motor Car Foundation 2025. The last day to register with the group rate is Saturday, July 5, 2025.



Fishing Where the Fish Are

SANDERSON LINCOLN FOCUSES MARKETING EFFORTS ON LUXURY BUYERS



■ *The displays at the 2025 Scottsdale Ferrari Art Week Fair offered a blend of art, fashion, and luxury—just the sort of event to attract the sort of people who drive Lincolns. Representatives of Sanderson Lincoln were on hand to help solidify that connection.*

BY JIM MASCOLA
Photos courtesy of Sanderson Lincoln

Lincoln vehicles and high fashion have gone hand-in-hand since the establishment of the brand—from Edsel Ford (once named the ‘Best Dressed Man on Wall Street’ by tailors of that era), through the Kennedy Camelot years, to Serena Williams arriving at the 2019 Met Gala in an 80th Anniversary Lincoln Continental Coach Door Edition. Over the past 100 years, some of the most fashionable people in America have driven (or been driven in) a Lincoln.

One of the top Lincoln retailers in the country, Sanderson Lincoln in Phoenix, Arizona, continued the tradition of connecting Lincoln to fashion by taking part in the 2025 Scottsdale Ferrari Art Week Fair. The inaugural Art Week event took place at WestWorld of Scottsdale from March 20-23, and with over 120 gal-

leries represented, it brought art, fashion, and luxury to one place. While opera and classical music performers entertained guests, champagne flowed, art was discussed, and Lincoln vehicles were on display for attendees to experience. For those unfamiliar with the location, Scottsdale, Arizona, is one of the fastest growing cities in the country, blending the charm of “The West’s Most Western Town” with the contemporary elegance of a city nestled within the Sonoran Desert. The best way to think of Scottsdale is to imagine if Beverly Hills met a John Wayne western movie. Scottsdale, Arizona is little bit of both worlds!

Sanderson Lincoln is not only one of the best-performing Lincoln retailers in the country, winning the President’s Award over 15 times, but they are also one of the most forward thinking when it comes to marketing, promotions, branding, and events. The first retailer in

the country to open a Lincoln Boutique, Sanderson Lincoln has a team dedicated to event marketing and partnership activation, and they are continually working on how to best present the Lincoln brand across the Phoenix metropolitan area. They have partnerships and/or activations with the Musical Instrument Museum (MIM), the Barrett-Jackson Auction Company, Phoenix Fashion Week, the Bentley Scottsdale Polo Championships, Operation Santa Claus, the Town of Carefree (Sanderson Lincoln Pavilion), and many more.

From January to April, Scottsdale is awash with visitors, as these months mark the peak of tourist season annually. There are world-class events taking place seemingly each week, and in 2025 the Scottsdale Ferrari Art Week Fair was added to the local event schedule. With the inaugural Art Fair taking place only a few miles away from the Sanderson Lincoln Boutique,



■ Among the works of art on display were the latest Lincoln Navigator and Nautilus models—a natural fit.

it made sense for the retailer to have a significant presence at the event. Their large display featured the 2025 Lincoln Navigator and 2025 Lincoln Nautilus, with visuals within the display showing the evolution of the brand from 1922 to present. There were also designer gowns on display and a lounge within the footprint. Visitors were greeted by brand ambassadors who highlighted the many features of the vehicles, including the Lincoln Digital Experience, which was extremely popular.

Patrick Heigl is the CMO at Sanderson Lincoln and is the individual charged with selecting and planning events for the store to sponsor and/or take part in. He shared insight as to why it made sense for Sanderson Lincoln to participate in the Inaugural Art Week Fair.

“The connection between Lincoln and art, and also artists, goes back almost 100 years, to when Edsel Ford was instrumental in bringing Diego Rivera to the DIA [Detroit Institute of Art] to create his fresco. It was at that time that Rivera created a portrait of Edsel as well. Many people may not know this, but Edsel was a big supporter of the



frescos painted by Rivera, and art in general.”

When they were planning the display space, Patrick and his team took inspiration from Rivera’s work at the DIA. The large Rivera mural would inspire a Lincoln brand story wall for inclusion within the Sanderson Lincoln display. They were prescriptive about the layout of the display, paying attention to not overcrowd the space, while giving it a feeling of an art gallery. Certainly the 2025 Lincoln Navigator and 2025 Lincoln Nautilus would be front and center, but art and fashion had to be incorporated in a thoughtful and seamless way. Thankfully, Patrick and the Sanderson Lincoln team have deep connections to the ASU Herberger Institute for Design and the Arts as well as the School of Fashion and Pop Culture, so they had

excellent guidance on how to incorporate artistry into the space, with input coming from students currently studying art and fashion design.

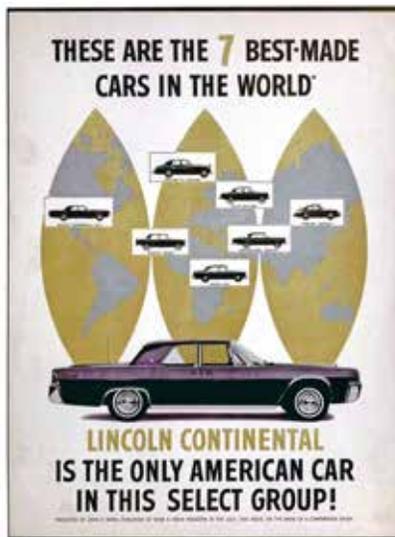
Sanderson Lincoln presented two vehicles inside the footprint and had a second Nautilus outside, allowing guests to see the vehicle in natural light. Also within the interior space they had two custom gowns on display, a small lounge seating area, and large visuals highlighting Lincoln brand history spread across the feature wall. Having visited the display space, I can attest to the fact that they achieved their goal of presenting a thoughtful fusion of art, design, and automobilia. Within their display space they were able to illustrate the lineage of Lincoln, focusing on history, vehicles, and the evolution of the Lincoln Star itself.

As noted, there were many interesting visual elements within the Sanderson Lincoln display space, but my personal favorite was a vintage advertisement for the 1961 Lincoln Continental, which was hanging next to the Navigator. The ad copy noted that there were “7 best-made cars in the world,” pointing out

that the Lincoln Continental was the “only American car in this select group.” Details like that made the display space feel purposeful and provided a great nod to the heritage of the Lincoln brand while complementing the current vehicle lineup.

The Sanderson approach to selling is very much built on relationships, and with a presence in Phoenix going back 30+ years for Lincoln and 60+ years for Ford, the Sanderson way of relationship building works, and has led to generations of repeat customers. This relationship sales approach was at the forefront in their vehicle conversations and demonstrations at the Art Week event. The Lincoln Digital Experience was an extremely popular conversation point, and the product specialists spent countless hours demonstrating and discussing this exclusive-to-Lincoln feature with curious attendees.

Many of the individuals working within the booth have years of experience representing Sanderson Lincoln within the community. These product specialists possess extensive knowledge of Lincoln vehicles and have significant experience in live event settings. The team working within the display focused on client education, both about the Lincoln brand and the Sanderson way of doing business. You will not find the “hard sell” taking place with anyone associated with Sanderson Lincoln. Rather, their approach is rooted in relationship selling, and backed up with strong product knowledge, a reputation for taking care of customers, and a keen sense of community pride. At Sanderson, it’s about the client and the community—it always has been and always will be.



■ A 1961 Lincoln Continental ad on display makes a meaningful point!

“We wanted to add value to Scottsdale Ferrari Art Week, for the attendees, those who put it on, the artists, and also fellow exhibitors,” commented Patrick. “Through the display we sought to elevate the Lincoln brand in a way that is good for anyone associated with Lincoln—including other retailers, whether here in Arizona or outside of the state.”

Planning has already started for the 2026 Art Week display, and some of the ideas being considered seek to connect event attendees to the young artists studying at ASU. One of the more interesting ideas being discussed is something that is part TED talk and part STEM experience, so you may want to visit Scottsdale next year to see what they come up with.

Having a beautiful display is great, but I was curious to know if the efforts of the team translated to vehicle sales, and Patrick confirmed that sales have been generated from the event.

“The vehicles resonated with the crowd, and we had people visit the booth from all

over the world—Argentina, Istanbul, Africa, Europe, and so many other places. But yes, event attendees visited both the Sanderson Lincoln dealership and the Boutique, either to purchase units in stock or to place orders. It is important for Lincoln, especially Black Label, to be in that space, and we were happy to represent the brand.”

Patrick added that a few of the Art Week attendees requested private demonstrations to learn more about the Lincoln Nautilus. In those cases, a product specialist brought a vehicle to the prospective buyer at their hotel or home and provided an immersive vehicle education, which included a test drive.

David Kimmerle, President of Sanderson Ford and Lincoln, has a quote specific to selling cars that comes from his decades of experience working in the automotive business. His quote, “*The cars are the stars,*” is appropriate here, as the Lincoln vehicles on display during the 2025 Art Week event really took center stage. The artistry of the Lincoln brand, both past and present, fit in perfectly among the paintings and sculptures at the show. Equally important, the brand was on display for luxury buyers, and through Sanderson Lincoln’s participation in the event, more new Lincoln vehicles will now be on the road.

■ *Jim Mascola was raised in an automotive family and fondly recalls attending the Cleveland Auto Show each year growing up. He worked in motorsports and the collector car industry before joining Ford Motor Company. He currently works as the Lincoln Client Experience Manager, focusing on Effortless Purchase.*

Mourning Stan Lucas, Automotive Enthusiast and Entrepreneur Extraordinaire

Stan Lucas was an entrepreneur who used his wealth to help the antique car hobby while focusing on his main source of income—residential and industrial real estate. He was also a philanthropist: he was one of the largest donors to the Lincoln Motor Car Foundation, capping off the spring with his donation of the 1929 Lincoln LeBaron AeroPhaeton.

Stan died in January 2025 at his home in Venice, California, at the age of 85, surrounded by his chosen family.

Stan was best known within the collector car hobby for his company, Lucas Classic Car Tires, which manufactured and sold collector car tires and accessories for just about every vintage car. In 1957 he had launched Lucas Automotive Engineering, manufacturing explosion steam whistles and steering wheels for early Fords before entering the tire business.

A graduate of the University of California–Berkeley, he traveled to New Zealand, worked in the defense industry and taught physics and mathematics at Pacific State University before entering the entrepreneurial arena.

When he wasn't engaged in a residential or industrial venture, he was acquiring unique vehicles. He and his team specialized in acquiring and restoring steam-powered vehicles, including miniature trains, steam boats, a steam engine for a Bessler airplane, and an unrivaled collection of Doble and Stanley steam-driven automobiles.



■ Stan Lucas (inset, right) will be remembered for his lifetime of devotion to the old car hobby and for his donation of the 1929 Lincoln AeroPhaeton (above) to the collection of the Lincoln Motor Car Heritage Museum.

He took great pride in Lucas Automotive Engineering, which supplied hard-to-find parts and tires to the old car hobby. It was a perfect marriage of his enterprising spirit and his own passion for planes, trains and automobiles.

Stan was a big fan of Lincoln automobiles. In addition to the AeroPhaeton, his collection includes a 1932 Lincoln KB Murphy dual-cowl phaeton originally owned by Hollywood actress Thelma Todd.

Highlights from his collection include a 1911 Oldsmobile Limited (which received the Ansel Adams award at Pebble Beach), antique farm equipment, a world-class library of books on automobiles, locomotives, ocean liners, zeppelins and airplanes—plus an eclectic collection of bells and whistles.

Stan was remembered as a quiet, headstrong middle child, preferring to read comic books

and play with toy trains over working on the family's

turkey farm. He began collecting vintage cars in his 'teens, and drove a 1920 Dodge to school in the seventh grade!

A Stan Lucas Memorial Car Show will be held on June 28 at Lucas Classic Tire in Long Beach, California.

Finally, a personal comment: Stan Lucas could be intimidating to those who didn't know him. He didn't suffer fools kindly. He had to be certain you were a "car guy" and/or a no-BS person. I always enjoyed his company. I will miss him.

—DAVID SCHULTZ
Past Chairman, Lincoln Motor Car Foundation (with contributions from Helen Ashford)





BOLD NEW DESIGN, REINVIGORATING INTERIOR

The All-New Lincoln Navigator for 2025

The vehicle that created the premium full-size SUV category nearly three decades ago is elevating it once again. Lincoln’s flagship SUV—the all-new 2025 Navigator®—arrives with bold, new design, a reimagined interior, signature features and new connected experiences that will create the ultimate sanctuary for clients on and off the road.

Navigator’s new interior combines premium materials with connected features like the Lincoln Digital Experience that comes to life through an immersive 48-inch panoramic display that spans the length of the horizontal instrument panel.

Lincoln Rejuvenate is a “spa on wheels” that automatically adjusts seat position with heat and massage options, climate control, scenting, sound, lighting, and expansive visuals to reduce stress and create a relaxing experience inside the vehicle.

Navigator is a private

getaway. It introduces two new Lincoln Black Label themes, each thoughtfully curated and precisely crafted with rich premium materials. And it brings front-row comforts to second-row passengers.

From its bold, signature grille to the class exclusive Lincoln Split Gate, every inch of the all-new Navigator is a blend of sleek, sophisticated design and modern conveniences. With the Split Gate, the top three-quarters of the gate rises like a traditional liftgate, while the bottom quarter lowers like a conventional tailgate, helping to make it easier to load and unload without items spilling in the driveway or transforming the space into a convenient seating area for the family.

“Navigator is the flagship of the Lincoln brand and represents our ultimate expression of sanctuary,” said Dianne Craig, president, Lincoln. “The all-new Navigator is more than just a vehicle; it can become a home

away from home and a third space that rejuvenates clients in an entirely new way on and off the road.”

MORE EFFORTLESS CONNECTIVITY

The Lincoln Digital Experience comes to life through the 48-inch panoramic display that is crafted around the driver to be simple and intuitive. Helping to keep eyes up and out, the elevated panoramic display puts infor-



mation closer to the driver's line of sight. Google Assistant serves as the default voice assistant to control climate, navigation, and music. Voice commands and steering wheel thumb controls help make it easy to operate the system, and the 11.1-inch touchscreen is always available as a control panel.

The system is designed to help you stay connected and provides easy access to music, podcasts, videos, and gaming apps from the Google Play store when the vehicle is in park. Apple CarPlay® powered by iPhone and Android Auto™ are also standard. Think of the Navigator as a third space to stay connected between home and work, a place to unwind after a busy day or ahead of a long journey.

New for the Lincoln Digital Experience in Navigator is Pano Mode, which plays video and gaming apps to either side of the panoramic display when the vehicle is in park. The new feature helps make Navigator even more of a hub for music, podcasts, gaming and productivity apps while away from home.

Easily personalized, the system allows for the most important vehicle information to be shown where it's easiest to see. And

profiles can be created for each driver and are associated with either a key fob or Phone as a Key, so the preferred preferences are displayed as the driver enters the vehicle. Profiles can be tailored to include favorite apps, as well as preferences including seat settings, steering wheel and mirror positions.

Google Maps is integrated and provides real-time traffic updates, road conditions, dynamic and eco-friendly routes, and points of interest. 5G wireless technology brings fast connectivity, and four years of Lincoln Premium Connectivity is included to help provide the best possible in-vehicle experience.

YOUR SPA ON WHEELS

Lincoln Rejuvenate helps create the ultimate retreat in your vehicle by combining sight, sound, touch and scent to help drivers recharge during long road trips or after a busy day at the office. The multi-sensory experience in Navigator can help reduce stress and provide relaxation inside the Navigator.

While in park, a tap of the touchscreen activates a five- or 10-minute Rejuvenate experience. The driver's seat slides rearward, reclines, warms slightly

and begins massaging. The steering wheel moves up and away. And calming visuals fill the center stack and panoramic display, complemented by ambient lighting and soothing sounds as a subtle fragrance fills the cabin. The standard Lincoln Digital Scent feature is class-exclusive in the all-new Navigator SUV.

Waterfall Meditation provides the serenity of a remote waterfall, as virtual water cascades across the panoramic screen. Aurora Borealis includes two visual phases, one a mountainside lake as the sun rises, and another that shows ribbons of green light flowing across the night sky. Elements is an abstract journey featuring the classic elements of water, earth, air and fire.

The all-new Navigator comes pre-loaded with a Waterfall Meditation experience in partnership with Calm audio; two other Rejuvenate themes, Aurora Borealis and Elements, are included with purchase. Navigator clients will enjoy a complimentary one-year subscription to Calm, the leading app to help you sleep more, stress less and live mindfully, as well as a growing library of digital, evidence-based mental health programs.



Lincoln's Dianne Craig to Retire; Joaquin Nuno-Whelan Named to Lead Global Lincoln

DETROIT, April 4, 2025—Ford Motor Company today announced that **Dianne Craig**, president, Lincoln, has elected to retire at the end of April after an accomplished 38-year career with the company. **Joaquin Nuno-Whelan** will succeed Craig as president, Lincoln.

Craig has served as president of Lincoln since late 2022. During her tenure, Lincoln diversified its global product portfolio, launched the award-winning Nautilus and the all-new Lincoln Navigator, and introduced Lincoln's Digital Experience and Rejuvenate. Under her leadership, Lincoln achieved its best U.S. retail sales in 17 years, and in China, the brand continued to grow sales of the all-new Nautilus despite fierce competition.

"Dianne's leadership of Lincoln has been exceptional, with solid profits and sales," said Ford President and CEO **Jim Farley**. "Throughout her distinguished career, Dianne's outstanding results can be linked to positive leadership, working relationships, and especially her love and respect for our dealer partners."

Prior to her role with Lincoln, Dianne held a number of leadership roles in her 38 years at Ford, including serving as president of International Markets group, president of Ford of Canada and chief executive officer at FordDirect. Through her career, she also held a variety of sales and marketing positions that were instrumental in helping her build deep relationships at Ford and with Ford and Lincoln dealers.

"I am deeply grateful for the incredible journey and wealth of experiences gained during my career with Ford," said Craig. "Starting at Lincoln and concluding my career leading the revitalization of the global Lincoln business has truly been an honor. Over the years, it has been a privilege to work around the world with talented teams of amazing people and having the opportunity of a lifetime to forge wonderful partnerships and friendships with our Ford and Lincoln dealers."

With these changes, Nuno-Whelan will become president of Lincoln effective May 1 and will report to Ford CMO **Lisa Materazzo** with dual reporting to **Andrew Frick**, president, Ford Blue and Model e and interim head of Ford Pro.



Dianne Craig



Joaquín Nuno-Whelan

In this role, he will be responsible for leading Lincoln globally and for the continued evolution and growth of Lincoln as a world-class luxury brand. He will continue to advance the brand's global product portfolio and develop differentiated, connected experiences for Lincoln customers around the world.

"With Joaquin's deep product knowledge and his experience in luxury vehicle development, he will play a critical role in guiding the evolution of the Lincoln brand and its next generation global product portfolio and connected experiences," said Materazzo. "Lincoln is at an exciting moment in its revitalization, and he will bring a fresh and unique perspective to our luxury brand."

Nuno-Whelan brings more than 25 years of global experience in vehicle and technology development to this role, with a strong focus on luxury brands and premium vehicle development. He joined Ford in 2024 as the Vehicle Program Director for full-size utilities, which included responsibility for the Lincoln Navigator and Ford Expedition.

Prior to joining Ford, he was the senior vehicle line director for new programs at Rivian and held several leadership roles during his more than 20 years at General Motors, where he contributed to the development of premium vehicle lines.

Nuno-Whelan holds a bachelor's degree in mechanical engineering from University of Detroit Mercy and a master's of science degree from Rensselaer Polytechnic Institute.



How You Can Help Preserve the Lincoln Heritage

BY JERRY SEIBERT
*Chairman, LMCF Fundraising
 Committee*

Car show season is now upon us. The winter cobwebs need to be blown off, and it's time to get our classics out and give them some needed attention. This season also makes me think of our upcoming annual visit to the Lincoln Motor Car Heritage Museum on the campus of the Gilmore Auto Museum in Hickory Corners, Michigan. I may be just a little biased, but the Lincoln Museum, and the Lincoln and Continental motor cars on display there, are one of the top attractions at the Gilmore Museum complex.

Just look at the pictures above displaying various views of the museum's interior and some of the outstanding motor cars shown there. As Lincoln owners and enthusiasts who care about the legacy of these fine automobiles, we owe a lot of thanks to the many who have supported the museum from its infancy through almost 11 years of operation, both financially and through donations of their time. Those who have been to Hickory Corners to see the Lincoln automotive history in the museum know what I am talking about. Those who have not made the pilgrimage yet need

to see the quality and scope of the museum for themselves.

In either case, the museum needs our support to maintain its operation in the years to come. The Lincoln Motor Car Foundation is responsible for managing the museum, which includes paying its bills. The LMCF Board of Trustees created an Endowment Fund for the sole purpose of generating interest and dividends to apply to the museum's operating expenses each year. The Board set a goal to raise \$2 million for the Fund. At that level, the Fund would generate enough income to cover 100% of the museum's operating costs. Total contributions to the fund, as of March 31, total \$1,790,822. Contributions for the 12 months ending March 31 equal \$52,927.

There are many ways to

show financial support of the museum. See Bruce Kopf's Treasurer's Report elsewhere in this issue for a description of some of those ways. Check out the Foundation's website (lincolncarmuseum.org) under the "Support" tab on the home page. Once there, I direct your attention to the section on the Foundation's BE A LINCOLN STAR campaign. There are four contribution levels in this campaign that would recognize you as a LINCOLN STAR. Payments on the pledge can be spread out over five years. Check out all the details on the website, where you can even make your pledge online. Please help preserve the heritage of Lincoln Motor Cars by making your pledge today.

I'm looking forward to seeing you in Hickory Corners for the Lincoln Homecoming in August!





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

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

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

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

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

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

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

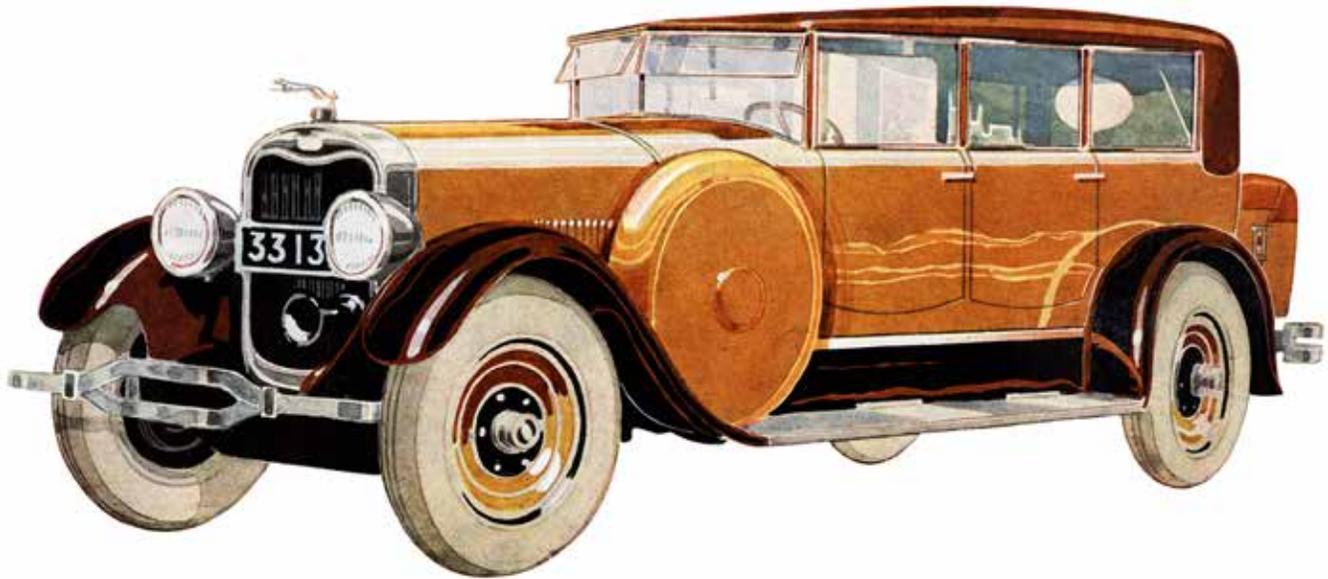
There is no minimum gift amount requirement for membership in the Lincoln Legacy Society.

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

- A special memento
 - Invitations to exclusive Foundation events
 - Life membership in the Lincoln Motor Car Foundation
 - Free admission to the Gilmore Car Museum complex during normal hours of operation
 - Eligibility for the Ford Motor Company X-Plan, a partner discount program for new Lincoln and Ford automobiles
 - E-delivery of *The Lincoln Link*, the LMCF bi-annual magazine
 - An opportunity to share your personal experiences and inspire others
 - Recognition on an LMCF Honor Roll (unless anonymity is requested)
- A membership form is available on the LMCF web site, or it may be requested from LMCF Treasurer Bruce Kopf or any LMCF officer. ■

Lincoln Motor Car Foundation Treasurer's Report

2025 SPRING-SUMMER



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

Lincoln Motor Car Foundation's performance vs. budget for the first three months of the year (25%) was a net gain of \$4,178, which is \$3,818 better than the budget. The three paid membership categories are all doing well versus the full year budget: Annual (30%), Annual Sustaining (26%), and Life (31%). Flagstones and Bricks, which were promoted in the Fall-Winter issue, are at 46% of budget. Everything else is running as expected.

Endowment Fund investment income continues to grow, and for the past 12 months was

\$71,740—93% of the budgeted 2025 expense of \$76,740 for operation and maintenance of the museum.

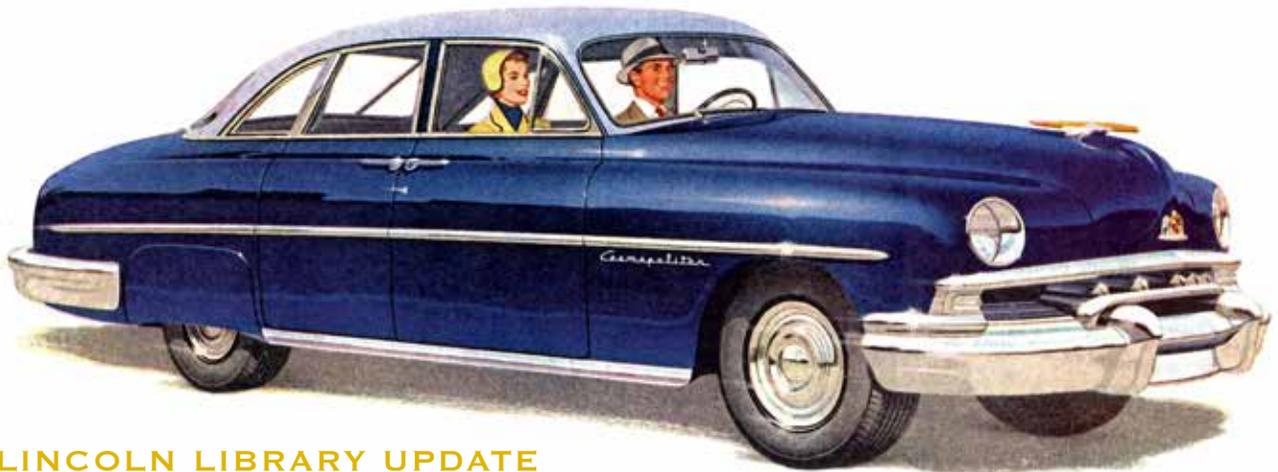
Endowment Fund donations now total \$1,790,822, or \$1,822,148 including the \$31,326 of pledges due, which is 91% of our \$2.0 million objective.

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

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

Beginning last year, all members of the four sponsoring Lincoln clubs, who were not already members, were granted membership in the LMCF. Those who provided an e-mail address are e-mailed *The Lincoln Link* and are eligible to vote in the annual election of Trustees. Those who have not yet become \$35 Annual, \$100 Annual Sustaining or \$1,000 Life Members, and receive the associated additional membership benefits, can use the "Join Us" page on the website to pay via PayPal, or your credit or debit card, or by mailing a check to:
*Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715*

LINCOLN



LINCOLN LIBRARY UPDATE

Telling the Lincoln Story...

GIVE LINCOLN LITERATURE OR ARTIFACTS FOR THE PRESENT AND FUTURE!

BY JOEL DICKSON
LincolnCarMuseum.org
 Go to: *Contact Us Tab*

Needing your help and continuing support. The LMCF Library is a special repository for the Lincoln brand and Ford-Lincoln history to be shared with all. Housed at the AACA Library in a climate-controlled atmosphere with fire suppression, it has technology to help keep items safe for future generations to enjoy.

Lincoln club members have a special devotion to the Lincoln motor car, and as such have collected items produced by Ford and Lincoln—sometimes seeking the rare and unique for their personal interest and knowledge. All these items are valuable in historically supporting the Lincoln brand and what has made it special to devoted collectors. We thank all who have donated either one item or their collection to make available knowledge about Lincoln. For others, we would encourage you to think about a donation.

The LMCF is a Nonprofit Michigan corporation and is a tax-exempt public foundation under Section 501 (c) 3 of the

Internal Revenue Code. As such, your donation may be eligible as a federal income tax deduction.

If you want to discuss a donation, I can be contacted at the *LincolnCarMuseum.org* website: select the *Contact Us* tab.

- **Charlie Berry**, one of the Lincoln Library's most faithful supporters, gets two thank you's for his latest donations. The first *thank you* is for over 50 owner's manuals, mostly from the 1970s and 1980s, as well as owner product information on a new car purchase. These are special because many owners throw these items away!

The second *thank you* is for around 175 Lincoln *Service Bulletins*, mostly from the 1950s; Preliminary Shop Manual; 1983 Continental Electrical Trouble Shooting Manual; a 1989 Navigator VCR, and a 2018 Navigator Video—important items to support understanding or work on a Lincoln vehicle as well as tasting the experience of what it was like to be introduced to a new Lincoln.

- **Albert Thalheimer**, Sales Consultant with Kindle Auto Plaza, on behalf of Kindle (owner

of a Lincoln dealership in Cape May Court House, New Jersey), donated a 2024 color and trim album. A special thank you to Albert and Kindle Lincoln dealership for their continued support of the LMCF and its library. This is a very important reference item to have in the library collection.

- **The LMCF Digital Research Library** is very close to going public to members. The digital library is being offered free as a benefit to LMCF members who are Annual Sustaining or higher. If you don't meet the qualifications, upon going to the digital library you will be given the opportunity to qualify. Enlisting will help in supporting the LMCF.

When the digital library opens, it will cover about 90 years of Lincoln, with an average of three items per year, and will keep growing, with items ready to be added. This is a great opportunity for those who can't visit the library in person to research and find information from wherever they are located. Information on when and where you can find the digital library is coming soon.

Board of Trustees Meeting Report: Feb. 2025

BY ANDREA IRBY
LMCF Secretary

The winter meeting of the LMCF Trustees was held on February 17th via Zoom. It was a well-attended meeting, with 21 of our 27 trustees attending.

Paul Temple chaired the meeting. It the first board meeting for three new trustees: **Tony Blaine**, **Jim Brown** and **Dave Perczak**. We are excited to have them on the board.

The annual election of officers was held. All 2024 officers agreed to continue their positions and all were reelected. A listing of the officers appears on page 2 of this publication. A large group of our trustees will be up for re-election for 2026-2028. We are always looking for new talent to help carry the Foundation forward. Anyone you believe would make a difference, please give his/her name to Paul for consideration.

Museum Visit. **Paul Temple**, **Jim Blanchard**, **Jim Muller** and **Vaughn Koshkarian** visited the museum to view and understand the serious issue with the flooring. Cars had to be moved to cover buckling floors to keep the museum open. The problems appear to be related to the installation of the floor when the museum was built. The Gilmore will work with us to correct the problem.

Bruce Kopf reviewed the Foundation's financial position and noted we are making good progress toward our \$2.0 million dollar endowment fund objective. We are approaching \$1.8 million. At \$2.0 million, we the



Foundation will become self-sustaining. Further financial details are in Bruce's treasurer's report in this issue.

Jerry Seibert noted that we received \$61,000 in contributions during 2024, with most donations coming in during December. Endowment revenue covered roughly 90% of the museum's operating costs for the year. We are getting a good yield off our investments. The Lincoln Star campaign continues to be our main way of raising money. We had one donor pledge at the Mark II level (\$10,000), and are very grateful.

Joel Dickson, with help from his wife **Suzanne**, continues to

work diligently on getting the digital library up and running. Working in conjunction with staff at the AACA library, documents continue to be scanned daily. He shared a document showing the numbers of documents scanned, uploaded and in process from the 1920's to the 2010's. A decision was made to remove watermarks on the documents for several reasons. Any trademark requirements made by Ford Motor Company are still in effect. The goal is to have a minimum of three documents for each vehicle in that model year when the library goes live and to continue to add documents after that.

Dennis Garrett discussed plans

for the 2025 Homecoming. Homecoming will take place August 7-10, but the committee is encouraging folks to arrive early to take in the Wednesday night cruise-in (August 6) at The Gilmore. Hundreds of classic cars of all marques cover the fields.

A new hotel for Homecoming was selected: the **Delta Hotel by Marriott** in Kalamazoo. There is plenty of trailer parking, and a special rate has been negotiated. A bus tour to the Studebaker National Museum in South Bend, Indiana, will be on Thursday. This year, in addition to Lincolns, we are inviting Edsels, Mercurys, Monarchs and Thunderbirds to join the show on Saturday—the more, the merrier! Judging will be People's Choice across various categories. Costs to enter the show will be reduced and streamlined to make it easier for people to participate.

Another new feature will be the Gilmore Museum's new Event Center, being built adjacent to the old gas station. It should be ready in time for summer car shows.

At the time of the board meeting, other tours and details were still being worked out. As of this current issue of the *Link*, all details have been finalized and the online registration link should be live. Go to <https://lmcfhomcoming2024.cornerstonereg.com/>.

Jim Ayres continues to share LMCF information via Facebook and Instagram. He reviewed the most recent analytics for each. Jim continues to need content from individuals for the page. *Please* send him anything you feel would be of interest to LMCF members.

Jim Blanchard shared more details regarding the floor situation at the museum. The current tile floor is expanding, as there were no expansion joints provided at installation. The original contractor is no longer in business. The Model A museum also has issues. Rather than replace the floor, which could be near \$100,000 to fix, plus the cost of moving and storing the cars, the museum committee decided on a fix-as-you-go approach that the Gilmore will support.

The Gilmore has suggested we change the light bulbs to make the museum brighter, but the museum committee still believes it would be best to raise the lights. This improvement has been put on hold while the floor issues are addressed.

Tony Blaine, new trustee, helped sell the problematic 1989 Mark VII (sold as a parts car only) and created both space and some income for the foundation.

Ray Theriault, Vehicle Registrar, reviewed the 37 vehicles we have at the museum. All are on the floor except for one in storage and one on the way. Twenty-

seven vehicles are owned by the Foundation and 10 are on loan. The Gilmore is really happy with the Elvis Presley Continental and would like to see it stay another year. The group talked about offering rides at Homecoming in one or two of the cars.

Andrea Irby suggested starting a communications group to develop an overall publicity strategy and to coordinate and expand our message across various media. Currently, we have *The Lincoln Link*, the LMCF website, Facebook and Instagram. We could expand our social media presence, consider adding e-mail campaigns for special events (the Classic Car club is a nice example), and explore ways to get our message to new audiences. Andrea suggested involving all who are currently working in these areas as well as new people who are interested. We need people who can actively create and drive content. You don't have to be a trustee to work on a committee. If you are interested in joining this effort, let Andrea know (lincolnmotorsecretary@gmail.com).

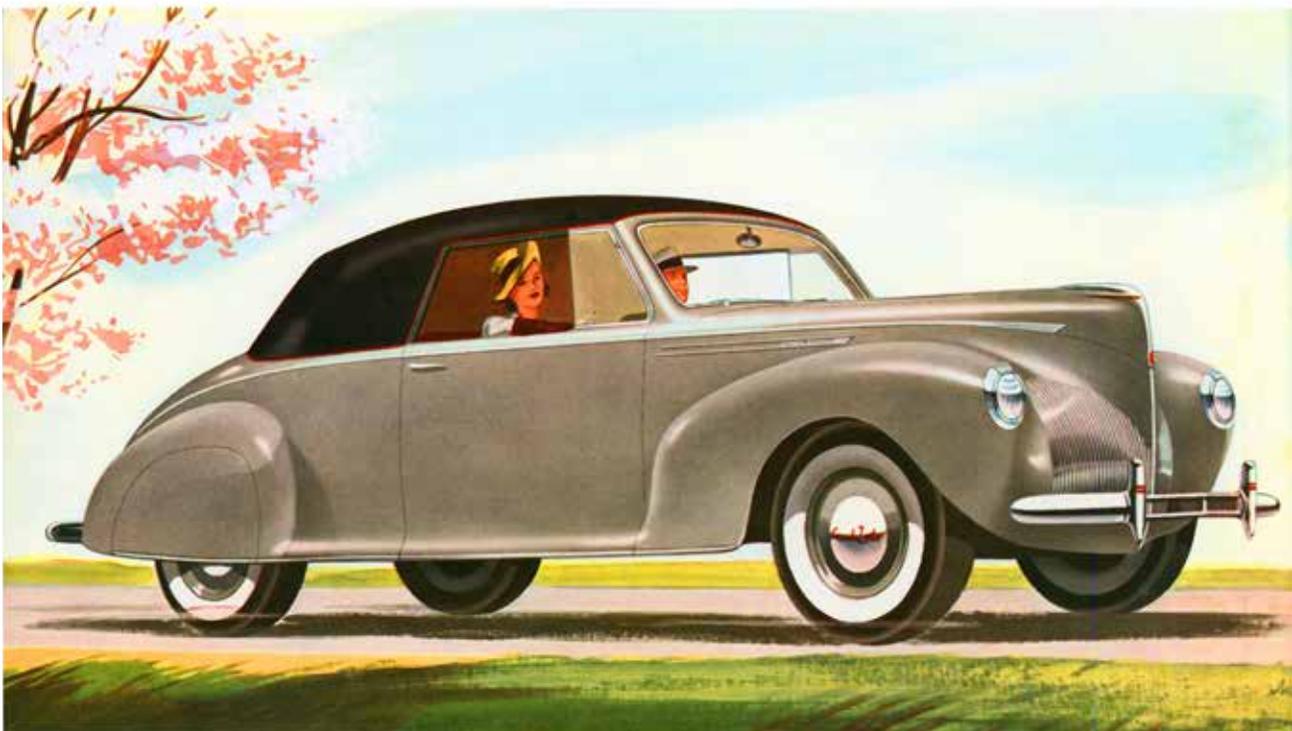
The next LMCF Board Meeting will take place at 11 a.m. at the Gilmore Museum on Sunday, August 10, 2025, as part of Homecoming. The Board meeting is public, and any who wish to attend may do so. The meeting will also be offered via Zoom.





SEDAN

A big, distinctive car, adapted to a wide variety of uses in city, suburb or country. Seats six, yet rides as comfortably with two. Luggage space for a trans-continental trip. The most popular Lincoln-Zephyr—and deservedly so.



CONVERTIBLE COUPE

The young in spirit approve highly of this informal body type . . . so snug in winter, but open to the skies in fair weather. The top is automatically raised and lowered. Full-width seat in rear.

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 or hot for at least 8 hours. 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, it's 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**



 *Lincoln
Continental*



Capri Special Custom Coupe



Capri Special Custom Convertible



Capri Special Custom Four-door Sedan

LINCOLN

for
modern
Americans



Cosmopolitan Custom Four-door Sedan

Standard equipment, accessories, and trim illustrated are subject to change without notice. White side-wall tires at extra cost.



Cosmopolitan Custom Sport Coupe

DIERS MOTOR COMPANY

3rd & Elm Street, Grand Island, Nebraska