

The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE

Jim Rodgers' 1956 Continental Mark II

SEE PAGE 4



LINCOLN

MOTOR CAR FOUNDATION

SPRING-
SUMMER
2026

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.

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Membership categories: \$35 Annual; \$100 Annual Sustaining; \$1000 Annual Corporate; \$1000 Lifetime (or four payments of \$250); Memorial (\$500 minimum, please provide name of honoree).

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■ **ON OUR COVER:** The opulent chrome and cloisonné emblem on the trunklid bumpout of Jim Rodgers' 1956 Continental Mark II epitomizes the level of luxury that the Lincoln brand represents. See story, page 4.

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A Message from the Chairman

Dear Members and Friends,
Spring is upon us, and we are all looking forward to getting our Lincolns out on the road and onto the show field.

This year's Annual Homecoming has been designated as the Grand National Lincoln Homecoming. The event will begin in Dearborn from August 2-5, 2026, before moving to the grounds of the Gilmore Museum from August 5-9, 2026. As this year's host, the Lincoln and Continental Owners Club will offer both exhibition and judging for the show field event on Saturday, August 8. A detailed preview of the agenda is available in this issue of *The Lincoln Link*, and updated registration information will be posted at LincolnCarMuseum.org. We hope to see a wide range of models showcasing the magnificent history of our automobiles.

The Lincoln Motor Car Foundation and the Lincoln Motor Car Heritage Museum and Research Center continue to thrive. We are very close to reaching our \$2 million museum endowment fund goal, which will ensure that the museum remains self-sustaining. We are immensely grateful for the donations that have made this progress possible. We have also recently been made aware of a very generous \$500,000 contribution from the **Stan Lucas** estate trust in addition to his previous donations including the iconic 1929 Lincoln Aero Phaeton.

Additionally, **Joel Dickson**, VP for Library and Archive Research, has made significant progress with the Lincoln Motor Car Research Foundation Digital Library. Qualifying members can now conduct research directly through the Lincoln Motor Car Heritage Museum website: lincolncarmuseum.org. If you have materials to donate to the digital library, please contact Joel at s.s.cejay@hotmail.com.

As you consider your 2026 charitable giving, I hope you will keep the Foundation's endowment fund in mind. If you are interested in the "Become a Lincoln Star" program, please contact **Bruce Kopf** at bruce.kopf@gmail.com or **Jerry Seibert** at gascfp@hotmail.com. For those considering the donation of a vehicle or memorabilia, please reach out to **Jim Blanchard** at jim.zephyr@gmail.com or contact me directly.

Thank you for your continued support of our heritage.

Warm regards,



—PAUL C. TEMPLE

Chairman, Lincoln Motor Car Foundation
ptemple1958@gmail.com or 317.716.5555



LINCOLN MOTOR CAR FOUNDATION The LINCOLN LINK

CO-EDITORS

Jim Muller jmuller1@ford.com

Jim Blanchard jim.zephyr@gmail.com

Andrea Irby andreaIrby55@gmail.com

GRAPHIC DESIGN

Richard L. Cole

Graphics LTD

200 E. Fesler St., Suite 206

Santa Maria, California 93454

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

Gilmore Car Museum

6865 Hickory Road

Hickory Corners, Michigan 49060

lincolncarmuseum.org

■ The Lincoln Motor Car Heritage

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

The Grand Opening of the Lincoln Motor Car Heritage Museum took place August 9, 2014. We invite you to explore what we have to offer and visit the Museum located on the Gilmore Car Museum Campus in Hickory Corners, Michigan. The Museum is open Monday through Friday from 9 a.m. to 5 p.m., Saturday and Sunday from 9 a.m. to 6 p.m. We look forward to seeing you at this year's **Lincoln Homecoming**, a Grand National Event, hosted by the Lincoln and Continental Owner's Club (LCOC), August 2-9, 2026, Dearborn and Hickory Corners, Michigan.

The Generational Garage

JIM RODGERS AND THE LINCOLNS THAT DEFINED A FAMILY



■ Jim Rodgers' '56 Continental Mark II bears the perfection wrought by Jerry Capizzi's restoration team.

BY JIM MASCOLA

The collector car world is as much about the vehicles as it is about the stories behind them. Whether the vehicle was featured in a movie, is part of a celebrity collection, or was owned by a single person or family since new, the stories behind the cars are equally important, and many times more interesting than the vehicle alone. This is certainly the case when it comes to the vehicles that make up **Jim Rodgers'** collection. Jim is a Lincoln Motor Car Foundation member, so you know he is distinguished and appreciates only the best, and upon entering his garage, you see more than Detroit metal and automobilia; you see vehicles that were

with Jim and his family at key moments, seemingly intertwined with his life story.

The gleaming white 1957 Ford Thunderbird sitting in the center of the garage is the car Jim drove when he was dating his girlfriend (now wife of 59 years). Just feet away from the T-Bird is the beautiful award-winning 1934 Lincoln KB LeBaron Convertible that his father purchased nearly 70 years ago and brought to show condition. Beyond that is another 1957 Ford Thunderbird, a 1987 Chevrolet Monte Carlo Aerocoupe that holds significance to his son, and a 2019 Lincoln Continental Coach Door. Jim also owns a 1956 Lincoln Continental Mark II

that I'm sure will be of special interest to the Lincoln Motor Car Foundation family, but more about that in a bit.

What was perhaps most interesting when speaking with Jim about his collection was that he already has plans to pass his vehicles on to his children and grandchildren, which would then represent four generations from his family enjoying these classic cars.

Pulling up to Jim's home on a warm and sunny Arizona day, you first notice the beautiful landscape and paver driveway leading to his home. From there you see attached garages servicing the main house for his daily driver vehicles (although he drives *all* of his cars, regardless of rarity or value). However, the



■ Jim's magnificent 1934 Lincoln LeBaron Convertible is something of a family heirloom, having been restored by his father, who acquired it in 1957. It subsequently won some substantial CCCA awards in concours shows.

real showstopper on the property is the detached garage that sits across the driveway from his home. I use the word 'garage' loosely, as the space is impeccably clean, expansive, and larger than many homes. The space is adorned with movie posters, vintage automotive signs, and artwork on the walls. If you are a movie buff, you will be impressed, as the posters range from the mainstream (*Gone with the Wind*) to more niche productions (*License to Drive*). It would take several visits to fully enjoy everything Jim has displayed in the garage.

Just off of the main garage facility is a room with fantastic natural light connecting his show garage to his workshop, and within the main room you will find on display everything from model cars to the vintage Ford Rotunda dealership sign featuring his 1934 Lincoln KB. It would be hard to pick one favorite item in the room, but the highlight for me was seeing the trophies that his father won while showing the Lincoln KB in the early 1960s. Walking through that space takes you into another large garage bay that features a four-post lift, and to my surprise and delight Jim

had a beautiful 100-point 1956 Lincoln Continental Mark II sitting under a car cover.

Jim was quick to pull the cover back and show the gorgeous car, which gleamed in the Arizona sunshine streaming in through the open garage door. He has documents throughout the life of the car, and he showed me a copy of the original sales invoice for the Mark II. With an invoice date of February 28, 1956, the selling dealer was Selby Motors in Tucson, and the customer was James K. Wilson. The description on the invoice lists the color combination as beige over light beige leather and medium beige leather, giving the vehicle a timeless and elegant look, befitting the desert southwest location where it was sold new and currently resides.

Jim seemingly knows every detail about his vehicles, and he described to me that while the 1956 Mark II was originally sold in Tucson, it found a home in Nogales and resided there for many years. Interestingly, in the early 2000s, his Mark II was previously owned by someone who played an integral part in our Foundation and the publication you are currently reading—none other than the late

Mr. Jerry Capizzi. Jerry's father was Henry Ford's personal attorney, and Jerry was Member Number One for the Lincoln Motor Car Heritage Foundation. Jerry was a huge supporter of the Foundation, and he donated his extensive Lincoln literature collection to help start the Foundation's reference library. It's safe to say that a Lincoln owned by Jerry would be an amazing example, and this is certainly the case here. Not only is Jim's Mark II in showroom condition, but the unique color combination of beige exterior over a beige/brown interior causes the admirer to pause. While I have seen my fair share of Mark II's over the years, I have never had the pleasure of seeing one in this hue, and I was taken by how elegant the body looks in this striking color combination.

This Continental Mark II is not Jim's newest Lincoln acquisition, as that would be his Continental Coach Door, but Jim has only owned his Mark II for a year or so. He acquired it in nearly the same remarkable condition it displays today. Jim was quick to note that the Mark II's high-quality finish is credited to Jerry Capizzi's restoration team. That restoration work was so

thorough that Jim needed only to focus on the task of reupholstering the front seat, and ceramic coat detailing, to get it ready for shows and judging.

Jim acquired the car from **Gene Brown** in Denver, as Jim was originally in the process of purchasing a different Mark II from Gene, with Gene waiting for the “Cappi Car” restoration to be completed to keep for himself. However, once the Jerry Capizzi car became available, Gene had already decided to pivot back to his motorcycle collection, and he offered Jim the chance to buy that car as well. Jim ultimately purchased both vehicles, choosing to sell the first Mark II and keep the Jerry Capizzi Mark II for his collection. I think he made the right choice!

In mid-January, Jim showcased his Mark II at the Arizona Concours d’Elegance, held at the Scottsdale Civic Center. He competed in a formidable class titled “Avant Garde—1930s, ’40s, and ’50s Visions—From Maverick Minds,” which was filled with equally impressive entries from Cadillac, Packard, and other luxury marques. As the judges calculated their scores under a clear Arizona sky, the lawn remained packed with spectators of all ages. While waiting for the results, Jim chatted with me about his collection and some of the other cars on display. Finally, the announcement came: his Mark II had secured second place in its class. The judges ceremoniously placed the red ribbon on the hood, hanging just below the iconic Lincoln star.

Perhaps even more impressive than the victory itself was what happened—or rather, what didn’t happen—before and after the show. While nearly every other participant used a



■ Not your standard 2019 Lincoln Continental, Jim’s Coach Door model boasts a wheelbase that’s six inches longer, among other luxury touches.

trailer to haul their vehicle to and from the event, Jim would have no part of that. Instead, he drove his Mark II more than 30 miles each way to attend. It is a gesture that undoubtedly would have made **David Schultz** proud; he famously believed that cars were meant to be driven, not merely trailered from place to place. There was no “David Schultz Long Haul Award” handed out that day in Scottsdale, but if there had been, Jim surely would have taken that home, too.

Jim’s appreciation for the Lincoln brand extends nearly 90 years, as his most recent addition to his collection is a 2019 Lincoln Continental Coach Door, a limited-edition model produced to celebrate the 80th anniversary of the Continental. To build this special vehicle, Lincoln commissioned Cabot Coach Builders to create a fitting successor to Edsel Ford’s 1939 original. Starting with a Black Label edition Continental, they added six inches to the wheelbase and outfitted the cabin with appointments befitting the storied Continental nameplate.

Jim searched across the country when looking for his Coach Door Continental and found this example (#46 of 80 produced) on the east coast. After shipping it across the country, he was excited to drive the car and has already put a few miles on the odometer since taking delivery. This vehicle was very much of interest to me, as I was part of the Lincoln team during the time when this vehicle was produced. I recall the excitement when the first Coach Door editions arrived at Lincoln Black Label retailers. That excitement was again present when I opened up the rear hinged door and peered into the passenger cabin, with an additional 6 inches of legroom and champagne chiller in the center console. The white platinum metallic tri-coat over Alpine Venetian leather provides a luxurious look that harkens back to the fabulous Lincolns of the 1960s.

Finally, no article describing Jim’s collection would be complete without discussing the story behind his 1934 Lincoln KB LeBaron Convertible. His example is #43 of 45 total

built and one of only three known to be remaining. Jim's dad acquired the vehicle in 1957 and worked on the car over the years that followed. In fact, the spare tires (Denman tires) on the running boards were originally placed there by Jim's father and are still there today, further galvanizing the connection between generations of Jim's family.

This Lincoln KB was originally sold to the Tovrea family of Phoenix, Arizona, and for history buffs, this is the family that founded the Phoenix Stockyards in 1919. At one point the Phoenix Stockyards was the world's largest feedlot, with 200 acres of pens and nearly 40,000 head of cattle. The Tovrea family later established the Stockyards Restaurant in 1947, and this location, which remains in business to this day, is lovingly called Arizona's Original Steakhouse by locals and visitors alike.

Perhaps the most interesting fact about the Tovrea family is that they purchased and lived in what is now known as Tovrea Castle at Carraro Heights. Easily one of the most distinctive and recognizable buildings in Phoenix, it was originally built by Alessio Carraro as the centerpiece of a planned resort that never came to fruition. However, the actual story of how the Tovrea family came to purchase the Castle is lost to time. Some feel it was economic hardship that forced Carraro to abandon his project and sell the Castle, while others reference the aforementioned Phoenix Stockyards, and the scents that come from 40,000 head of cattle, as the reason the project was stopped, and the Castle was sold. Whatever version of the story you prefer, it is easy to picture Jim's Lincoln KB parked outside of the Castle dur-



■ The '34 Lincoln LeBaron Convertible proudly wears historic badges and insignia commemorating its long life as a standout in CCCA and LOC.

ing those years when Phoenix was still very much the Wild West.

Jim's parents, along with other automotive-minded Phoenicians Russ and Nellie Jackson and Tom Barrett (who would later establish the esteemed Barrett-Jackson Auction Company), were integral in establishing the Arizona Chapter of the Classic Car Club of America, and Jim himself is the current Membership Chair for the CCCA Arizona Chapter. It was 1963 when Jim's father drove the KB to Redondo Beach, California, for judging in a CCCA meet. At this event, Jim's dad scored 96.75 points to win in the Late Custom Class, and the first-prize winner plaque is ceremoniously affixed to the right fender of the KB. Jim mentioned to me that the plaque was the 99th ever awarded by the CCCA. Not long after the event, Jim's dad sold the KB to Tom Barrett in a deal that provided the elder Rodgers a 1941 Cadillac and \$4000 cash.

Jim Rodgers is many things: a husband, father, grandfather, Vietnam veteran, and car col-

lector. He has some of the most beautiful Lincolns you will find in a private collection, and he isn't interested in the hobby simply to turn a buck. So if you find yourself driving around the suburbs of Phoenix after enjoying a steak dinner at the Stockyards Restaurant, be attentive, as you may just see Jim out for a cruise in one of his fantastic vehicles. ■

● **Jim Mascola** grew up in an automotive family; his uncle was a Ford dealer and his father worked on the retail and dealership side of the business for over 45 years. He fondly recalls attending the Cleveland Auto Show annually, and the auto industry and auto racing captivated him since he was a young boy. He worked in motorsports and the collector car industry, including with industry leading organizations like NASCAR and Barrett-Jackson Auction Company, before joining Ford Motor Company. He previously served as the Lincoln Client Experience Manager and now works as the Ford Market Area Accessory Sales Manager, focusing on Ford Accessories and the newly developed Ford Custom Garage program.

Michigan Central Station Reopens

FORD'S RESTORED LANDMARK WILL BE HEART OF A CULTURE AND TECH HUB



BY FORD FROM THE ROAD

Following an extensive six-year renovation by Ford Motor Company, Michigan Central Station offered the public a first look at the interior restoration of its historic ground floor in June of 2024. Lincoln's US Sales, Service and Marketing Team moved into Michigan Central Station in February of 2026 and is looking forward to hosting our classic Lincolns on Tuesday, August 4, 2026, as part of LMCF's **2026 Homecoming** activities.

Ford embarked on the preservation project after acquiring the abandoned train station in 2018 to be the centerpiece of Michigan Central, a 30-acre technology and cultural hub in Detroit's Corktown neighborhood. Michigan Central will bring Ford employees together with external partners, entrepreneurs, students and even competitors to co-create new products, services and technologies that add value to a new generation of Ford customers and help build a better world.

While Ford's investment is crucial to the company's long-term planning, it also represents a commitment to the city of Detroit and its future, with The Station becoming a beacon of development and opportunity.

"Michigan Central means a great deal to us all," said **Bill Ford**, Ford Executive Chair. "In many ways, this building tells the story of our city. This Station was our Ellis Island—a place where dreamers in search of new jobs and new opportunities first set foot in Detroit. But once the last train pulled out, it became a place where hope left.

"In 2018, I decided it was time to change that by reimagining this station as a place of possibility again. Over the past six years, Ford Motor Company and teams of forward thinkers, designers, community leaders and more than 3,000 skilled tradespeople have worked to bring this landmark back to life."

Ford and Michigan Central assembled a dream team to breathe new life into the stun-

ning Beaux-Arts building—from its classical façade to its ornate interiors, including the Grand Hall with its 54-foot Guastavino tile vaulted ceiling, to the arcade, ticket lobby and restaurant.

Since renovations began in late 2018, more than 1.7 million hours have been spent meticulously returning The Station to its original architectural grandeur, while retrofitting it with modern technology and infrastructure to support its next chapter.

"I wanted Michigan Central to be beautifully restored but also reimagined for so much more," Bill Ford said. "This will be a place for the community to enjoy and a destination for visitors from all over. We will have restaurants, music, art, and great retail. And the innovation that will happen here, with startups and companies big and small, will help ensure that Detroit preserves its title as the Motor City for generations to come."

"Thanks to the thousands of people who contributed to this project, one of the city's most



■ The ornate Beaux-Arts architecture of Michigan Central Station has been lovingly restored by Ford Motor Company after decades of neglect, once again gleaming in golden splendor as a treasured Detroit landmark.

treasured landmarks has been brought back to life, while creating a space that will take us into the future,” said **Joshua Sirefman**, CEO of Michigan Central.

“Michigan Central will advance mobility solutions that help solve some of society’s biggest challenges. It will also be a powerful catalyst for growth and an economic engine for this region.”

THE STATION’S NEXT CHAPTER

Ford is among the building’s first tenants and will move employees from its Ford Model e and Lincoln’s US Sales, Service and Marketing Team teams into newly renovated office space across three floors in The Station.

Ford will also have collaboration space in The Station for other Southeast Michigan-based employees to use. Some 1,000 Ford employees will work across the Michigan Central district by the end of the year, with a goal of 2,500 by 2028.

Alongside Ford, The Station will play a critical role in attracting other visionary companies to Detroit and accommodating them within the 30-acre Michigan Central district.

The innovation hub will provide 640,000 square feet of cultural, technology, community and convening spaces designed to inspire creative collaboration between established companies, universities, growing startups, youth initiatives, students and other stakeholders.

The Station joins Newlab at Michigan Central, which, in just over a year since its launch, has grown into a diverse community of more than 600 employees from nearly 100 companies and startups, over half of whom have at least one founder from an underrepresented background.

With entrepreneurs and inventors focused on fields like advanced aerial mobility, energy equity and multimodal logistics, Newlab at Michigan Central provides an unparalleled testing environment that includes infrastructure like the first electrified public road and Bagley Mobility Hub, along with policy tools like the Transportation Innovation Zone, which allows for the safe fast-tracking of testing technology pilots.

A STORIED PAST AND ARDUOUS RENOVATION

Originally designed by architects Warren & Wetmore and Reed & Stem, the team behind New York’s famed Grand Central, Michigan Central Station first opened its doors in 1913 as one of the country’s most spectacular transportation terminals. It saw 4,000 daily passengers at its peak, but, following decades of declining rail travel, was shuttered in 1988 and sat vacant for three decades, experiencing severe neglect, weathering, decay and vandalism.

“Our construction teams have accomplished what many thought was impossible,” said **Ron Staley**, Executive Director of Historic Preservation for Christman-Brinker, the Detroit-based joint venture that led the restoration work. “The result is amazing, like no other project any of us have worked on in our careers, and I look forward to everyone experiencing the space



■ The restored Grand Hall of Michigan Central Station, with its polished marble floors glistening below a soaring 54-foot vaulted ceiling, exudes the same formal elegance as the building's classically ornate façade.

at this week's opening and for generations to come."

Construction teams looked to old and new technologies to ensure accuracy to historical standards and to preserve, re-create, and repurpose different aspects of the building from all chapters

of its life. For example, to source more than 600 tons of limestone, Ford and its partners located the same quarry in Indiana that provided the original stone for The Station's exterior more than 100 years ago. The quarry, like The Station, had been closed for three decades and needed to be reopened for the project.

A CAPSTONE MOMENT

Over a career that spans nearly four decades, **John Goodrow Sr.** has carved more than 1,000 capital stones. None of them hold a candle to what he's done now. Tasked with carving a replica capital stone for the restoration—the largest piece he's ever worked on—Goodrow didn't even have a drawing or picture to reference. What he did have was a 21,000-pound block of limestone.

Goodrow toiled away at this massive block for 428 hours, hand-carving what ultimately became an ornate, 11,500-pound replacement for one of the main

entrance's Corinthian column capitals.

RESTORATION INNOVATION

This restoration required leveraging all kinds of skills and technology, including some that Ford typically uses in its automotive research.

To re-create some of the intricate architectural details such as rosettes and filigree on the building's large arch windows, several teams at Ford—Research and Advanced Engineering, Manufacturing Technology Development and others—were tapped for their expertise in 3D computer-aided design processing, scanning and printing techniques.

The teams were able to 3D scan parts of the building and reverse engineer them in order to restore each one to its original design. Different scans were combined and missing pieces redesigned when necessary—and Ford's manufacturing technology team printed the rosettes and filigree using a lightweight polymer that made for easier installation.

Nearly 550 pieces were created, with 20 variants of differing lengths and flower positioning. These pieces mark Ford's first use of polymer additive manufacturing for architectural construction and highlight the company's innovative spirit and dedication to maintaining the building's rich heritage.

"Everything Ford could save, we did, and other elements were re-created through technology and tenacity," said **Melissa Dittmer**, Head of Place at Michigan Central. "At the same time, it was important to us to respect The Station's extraordinary past, including its ongoing role in Detroit's cultural landscape. Weaving these histories through repurposed, state-of-the-



■ The Corinthian columns flanking the building's entrance have been painstakingly rejuvenated, with missing or broken elements re-created from scratch by talented artisans.

art spaces will enable us to create an inclusive, forward-looking building that can propel innovation for the next 100 years.”

To honor The Station’s more recent history, international experts examined and curated graffiti on the building’s walls for preservation. Select sections of this art were saved.

IN THE COMMUNITY

The Station will bring the larger Detroit community together to collaborate and test ideas in one place, bolstering Michigan Central’s long-standing commitments to growing the local mobility ecosystem by engaging new voices and fostering greater community participation and development.

This includes a dedicated youth programming floor in The Station’s tower that provides 23,000 square feet of flexible space to house local and national organizations focused on growing the next generation.

The Station and its surrounding area will also become a vibrant destination for Detroiters and all who visit the city. It will feature a growing network of green spaces and an array of local programming and events as well as arts and cultural opportunities.

Michigan Central has also unveiled the first renderings of a new public park under development on The Station’s former rail yard and a key connector along the 27.5-mile Joe Louis Greenway. Designed for sustainability and inclusivity, it will have a mix of gardens, playscapes and community gathering and event spaces alongside tech-enabled zones for Detroiters to innovate and collaborate.

Alongside these efforts, Michigan Central supports local residents and small businesses



■ Michigan Central Station’s 13-story office tower rises to 230 feet above its 2-story ornate entry hall and mezzanine. The surrounding railroad tracks have been removed and will be replaced by a network of grassy parks and paths connecting to Detroit’s famed Riverwalk.”

■ The exquisite ornamentation throughout the interior of Michigan Central Station had suffered much during years of neglect. Missing elements were re-created to match the originals.



with high-quality and credentialed skills-training programs that address barriers in Detroit’s talent pipeline and connect participants with opportunities for in-demand jobs.

In months to come, The Station will also begin a phased activation of innovative and experiential retail and dining opportunities.

OPENING

From June 6-16, 2024, Ford Motor Company and Michigan Central hosted Michigan Central OPEN, welcoming the community to celebrate this historic

moment in Detroit’s history. Festivities began Thursday, June 6th, with an opening night spectacular, *Live from Detroit: The Concert at Michigan Central*. Under a beautiful June Michigan sky, Bill Ford hosted Michigan Governor **Gretchen Whitmer** and Detroit Mayor **Mike Duggan**, followed by some of Detroit’s biggest stars, featuring performances from **Diana Ross** and **Eminem**. We hope you can join us this coming August 4th for **Lincolns at Michigan Central Station** and experience one of Detroit’s jewels. ■



The Lincoln LS at 25

BY TONY BLAINE

It's difficult to fathom that twenty-five years have passed since the first Lincoln LS rolled off the line at Wixom Assembly. It was Lincoln Motor Company's attempt to build a sport-luxury sedan to attract a different demographic of buyers—those who prefer crisp handling and feedback to a soft suspension capable of absorbing the largest mid-western pothole without report.

The car was intended to be a direct competitor to the BMW 5 Series, the benchmark for the entire sport-luxury segment. A true contender, LS offered a nearly perfect 50/50 weight distribution, short and long arm front suspension, with an independent rear suspension. All this engineering contributed to handling unparalleled by anything Cadillac had to offer at the time.

The car, based on Ford's new DEW98 platform, which was jointly developed by Ford's North American and European

engineering teams, was unlike anything seen before from Lincoln. Touted as one of Ford's most sophisticated Rear-Wheel-Drive platforms, it featured unitized construction and was also shared with Jaguar, which at the time was under the corporate umbrella of the Ford Motor Company. As a result, the Lincoln LS and Jaguar S Type were almost mechanically identical.

Powertrain choices for the LS were an all-aluminum 3.0L V6 or an all-aluminum 3.9L V8. The 3.0L V6, also shared with Jaguar, was based on the Ford Duratech V6, developed by Porsche under contract to Ford, and utilized a Cosworth cylinder head design. The engine, rated at 210hp, was manufactured at Ford's famous Cleveland Engine Plant.

The 3.9L V8 was rated at 252hp and was derived from the Jaguar AJ-V8 engine family. It featured a 32-valve double overhead cam design. Although it was a Jaguar design, it was produced for the LS at Ford's Lima

Engine Plant, in Lima, Ohio.

Ford's Sharonville Transmission Plant was tapped to supply its newly developed 5R55N five-speed automatic transmission. Like the engine offerings, this transmission was also shared with the Jaguar S type. The highlight transmission, however, was the Getrag 221 five-speed manual transmission, available only with the 3.0L V6 engine. For the first time in more than fifty years, drivers could "row the gears" of a manual gearbox while driving their new Lincoln.

The car was nothing short of an engineering marvel, utilizing a controller area network bus system (more commonly known as CAN-BUS) new to Ford and to most of the industry for electronic module communications. The car was so sophisticated that Ford offered dealers an opportunity to send their top technicians to Wixom for a weeklong training course on the intricacies of this new world-class automobile. Few dealers accepted this offer.

The engineering, handling, and performance earned widespread praise from automotive journalists. For the second time in ten years, Lincoln was awarded



the highly coveted *Motor Trend* Car of the Year award for 2000. In later years, LS also received a “Best Pick” rating from the Insurance Institute for Highway Safety. In 2004, CNBC would rate the LS as “one of five safest cars of all time.”

The Lincoln LS had the ingredients of a smashing sales success . . . if it had been in a BMW showroom. The LS received a lukewarm reception in Lincoln-Mercury dealerships across the country. A poorly orchestrated vehicle launch, combined with a lackluster advertising campaign at a time when the Lincoln brand was once again trying to find its way, did not help matters. Loyal Lincoln owners downsizing from their old Town Cars expected familiar comfort, but instead found a vehicle better suited for high-speed roads like the Autobahn.

Early LS models were plagued with cooling system problems, troublesome electrical issues, and check-engine lights which were usually traced back to faulty ignition coils and misunderstood and often misdiagnosed CAN-BUS systems. This resulted in frustration for both customers and technicians.

In 2002, the LSE (Limited Sport Edition) was introduced. This unique trim package featured a revised front bumper

with round fog lamp openings, a special metallic grille treatment, special wheels, larger lower body rocker moldings, and twin dual exhaust tips.

The year 2002 also saw the introduction of the retro-styled Ford Thunderbird, which also utilized the DEW98 platform and was mechanically identical to the V8-powered LS. Although it was a two-seat convertible with completely different sheet metal, it was difficult to distinguish the seats and instrument panel from the LS. It was even assembled at Wixom with the LS! As a result, Lincoln dealers were left yearning for a two-seat convertible of their own. The Lincoln Motor Company made things worse for all by teasing dealers and the buying public alike in 2004. The Lincoln Mark X Convertible Concept, a car based on the retro Thunderbird, was making the show circuit rounds. It was a stunning vehicle—many Lincoln dealers and Lincoln owners felt it would have been the perfect personal luxury car. Unfortunately, a production version never materialized.

The 2003 model year received a refreshed front and rear fascia and over 500 upgrades and refinements. Both the V6 and V8 engines received a boost in power. The 3.0 was now rated at 232hp and the 3.9L now

delivered 280hp. The automatic transmission was changed to the 5R55S, which allowed the driver to shift the transmission manually, adding to the driving experience. The electrical and mechanical issues had been addressed, and the car was truly a joy to drive.

Unfortunately, the damage was done. Sales dwindled to a dismal 8797 units in 2006. Production of the Lincoln LS ended in 2006 with a seven-year run of approximately 246,000 cars.

In the end, it seems that the LS was ahead of its time, lost in Lincoln-Mercury showrooms full of Town Cars, Continentals, and Grand Marquises. LS customers were usually met with poorly trained sales consultants and repair technicians who also did not understand the car. For a brief time, Lincoln had produced a car capable of going toe-to-toe with the self-proclaimed “Ultimate Driving Machine,” but the dealers and customers didn’t appear ready for it.

When you are attending Homecoming in Hickory Corners this August, and you’re chatting with the Lincoln executives in attendance, before you ask the question we all love to ask—“*Why don’t you guys build a sedan?*”—think about the time they built the ultimate sedan, and there were too few takers. ■



Announcing the 2026 Lincoln Homecoming

— HOSTED BY THE LINCOLN AND CONTINENTAL OWNERS CLUB —

DEARBORN, MICHIGAN and GILMORE CAR MUSEUM • AUGUST 1-9, 2026



■ Fair Lane, home of Henry Ford

The **2026 Lincoln Homecoming** will be here before you know it! The Homecoming is being organized by the Lincoln and Continental Owners Club (LCOC) and is a **Grand National Meet**. The Homecoming Committee is working hard to plan an exciting event for this year's meet. It will kick off in Dearborn, Michigan, before moving to Kalamazoo, Michigan, for the duration of the Homecoming.

● **SATURDAY, AUGUST 1.** The Dearborn Inn, now the **Dearborn Inn, Autograph Collection**, will be the host hotel for the Dearborn events. Rooms are available starting on Saturday,



■ Updated decor at the Dearborn Inn

August 1. The meticulously restored Dearborn Inn recently reopened after being closed for over a year. Everyone will be pleasantly surprised by the new accommodations. For more information about the hotel, visit <https://www.marriott.com/en-us/hotels/dtwdk-dearborn-inn-autograph-collection>.

● **SUNDAY, AUGUST 2.** Details regarding an afternoon event and dinner at **Fair Lane**, the home of Henry and Clara Ford, are currently being finalized.

● **MONDAY, AUGUST 3.** A private tour of the **Ford Piquette Avenue Plant Museum** has been arranged. Constructed in



■ Ford's Piquette Avenue Plant

1904, this facility is recognized as the birthplace of the Model T and represents Ford Motor Company's first purpose-built factory. The legendary Ford Model T was developed at this site and debuted in 1908 as a 1909 model. Following the tour, attendees will be served a catered lunch. The afternoon and evening are free to plan your own activities.

● **TUESDAY, AUGUST 4.** An event not to be missed—we will bring our beautiful Lincolns to display at the century-old **Michigan Central Station**, an iconic Detroit landmark and the new home of the **Lincoln Motor Company Headquarters**.



■ Your home at the Dearborn Inn



■ Michigan Central Station, a Detroit architectural gem, shines once again, gloriously restored by Ford Motor Company.

In 2018, Ford Motor Company purchased the building and began a six-year renovation. More than 1.7 million hours have been spent meticulously returning The Station to its original architectural grandeur. See the related article in this issue of *The Lincoln Link* for more photos and information on the restoration of this magnificent building.



■ The new Ford Headquarters, 2025

● **WEDNESDAY, AUGUST 5.**

Tentative plans are being made for a visit to the new Ford World Headquarters before heading to Kalamazoo, Michigan, for the rest of the Homecoming. The **Delta Hotels Kalamazoo Conference Center** will be the host hotel here. On Wednesday evening we will drive to the Gilmore Car Museum for the weekly Cruise-In. Dinner is available onsite while you enjoy the classic cars.



■ How many Lincolns will we gather?

● **THURSDAY, AUGUST 6.**

There will be a driving tour to Grand Rapids with a stop at the **GR Classics Auto Museum**. After the tour, we will continue the drive to the small town of Lowell, Michigan, and visit the **Lowell Area Historical Museum**. Lunch is available at the many local restaurants.

● **FRIDAY, AUGUST 7.** The day is open for you to enjoy a relaxing day cleaning your Lincoln or one of the many optional activities, including a **golf outing** or visiting the **Kalamazoo Institute of Arts**. There are plenty of great restaurants around the area for lunch. Friday night dinner will be at the **Gilmore Car Museum's Summer House**, followed by the **LCOC Auction**.

● **SATURDAY, AUGUST 8.** The main event—the Homecoming **Concourse Show** and **Awards Banquet!** This will be a LCOC judged car show, with the evening Awards Banquet held at the **Gilmore Car Museum Summer House!**



■ The Summer House at the Gilmore

● **SUNDAY, AUGUST 9.** The Homecoming will conclude on Sunday morning with the **Annual Members' Meeting**, followed by the **Lincoln Motor Car Foundation (LMCF) board meeting**.

Mark your calendar and start planning your trip! You do not want to miss the 2026 Grand National Homecoming. Registration details will follow. ■

Foundation Member Spotlight



■ Joan and Mike Denney with their 1952 Lincoln Capri at the Dearborn Inn

We are always looking for fresh new ideas to keep the LMCF Foundation improving, and more importantly, getting more members involved in helping tell the Lincoln story, engage with LMCF members and fellow Lincoln enthusiasts. We are thrilled to spotlight three members here!

Introducing Joan Denney

● Here is her real story... in her own words.

I met **Mike Denney** in the late '70s, when both of us were working for CBS in Los Angeles. He started restoring a '40 Ford sedan that had been in his family in 1979. We dated in the 'eighties, then went our separate ways.

But guess what? We married in 2008. He thought he was retiring from directing *The*

Young and the Restless, so he started building a house outside of Tulsa, Oklahoma, on 16 acres (Tulsa was his hometown). I followed with my then-12-year-old daughter from California. I resigned from my position as CFO for the Claremont School of Theology and moved to the Midwest.

Mike was always a car guy, but I grew up with this, as my dad was, too. My dad restored a 1950 Plymouth woodie when I was in junior high, which was in the family until around 2004.

Mike and I became involved in our local chapter of the Early Ford V-8 Club. I was soon treasurer, and Mike editor of the monthly newsletter and then president of the club. Mike had been a member of Road Race Lincoln Register since

1971. Mike took over as editor and director of this in 2015. I became treasurer, membership director, proofreader and postage supervisor until 2024. Mike had already stepped down, but I stuck with the club until **Ed Tondryk** took it over in 2025.

We started coming to Homecoming in 2014, and our first pledge was that of a brick. We became involved almost immediately, and met all kinds of Lincoln friends in the process. Lincolns bring people together from all walks of life.

I am nearly retired (I have my own small tax practice). I am currently treasurer of the Mid-America Classic Cougar Club (Mike has a variety of vehicles, all of which are Ford-Lincoln-Mercury products) and have recently joined the Finance Committee of the LMCF. Currently our red '52 Lincoln is going through a major mechanical rebuild, and we are aiming to drive it to Homecoming (from Oklahoma) this year! If it is not finished, we will drive our 2025 Lincoln Aviator.

My interesting personal facts: I danced on *American Bandstand* for four years. I was a costumed character at Disneyland and played all of the seven dwarfs! I worked at CBS TV for 9 years, starting as a page, and then working in payroll jobs, which led me to return to college, get my accounting degree, and eventually my CPA. I volunteered for Spay Oklahoma (a spay and neuter nonprofit for low-income families) and then served on their board for seven years.

We have two dogs and four

cats, and our buildings have six cars and two late model vehicles. Mike and I love Lincolns, and I look forward to getting more involved with the Lincoln Motor Car Foundation!



Introducing Quinton and Bethany Slovacek

● My wife Bethany and I live in Kalamazoo, and run our family business, Clear View Window Cleaning. Over the years, I've made sure the windows are spotless, while Bethany has made sure the bookkeeping is in order. Our small business has continued to grow more successful each year, and we couldn't be more thankful. We're also very involved in our church, St. Luke's Episcopal in downtown Kalamazoo. Bethany sings in the choir, rings in the handbell choir, and plays the piano beautifully. Meanwhile, I am the head gardener for the church grounds, and I also serve on the church board.

My love of Lincolns was kind of by happenstance. I always liked the big cars of days gone by and was drawn to the luxury marques naturally—dreaming of the day I might be able to own one.

Many years ago, my father and I were in the barber shop. Dad casually asked the barber if he knew of anyone in town selling an older car, something the two of us could work on together. Sure enough, the barber connected us with a gentleman who happened to have a 1976 Lincoln Continental Mark IV. I fell in love and wholeheartedly embraced the idea of What a Luxury Car Should Be. Fast forward, and my wife Bethany and I are in our hometown of Kalamazoo, getting compliments with folks saying how good the two of us look with the car when we pull up to shows, making a statement in period dress. We are excited to have joined the Lincoln & Continental Owners Club and look forward to participating in more events. I am excited to be involved with Homecoming planning and can share many insights on the happenings in Kalamazoo and Hickory Corners.



Introducing Stefano Bortoletto

● As the Lincoln Navigator Marketing Product Manager,

I serve as the voice of the customer, influencing engineering, strategy, and finance decisions for future model years of the Navigator. This role is deeply personal, stemming from my father's connection as a past Ford employee in Brazil and re-ignited by the 2005 Lincoln Navigator being the first vehicle I had ever driven. I extended this passion by joining the Lincoln Motor Car Heritage Museum's social media team, where I create content aimed at sharing the brand's rich history and loyal owners. Through both product management and storytelling, I aim to help bridge Lincoln's innovative future with its esteemed heritage.

Calling All Posters!

● Stay connected with the Lincoln Motor Car Foundation! Follow our Facebook and Instagram pages for the latest news, Museum updates, and Homecoming plans. Our mission is to link all Lincoln Motor Car enthusiasts, and the online community is a vital part of that. Help us grow by liking, sharing, and posting your own Lincoln content, stories, events, and favorite Lincoln websites. We love seeing beautiful Lincolns! Scan the QR codes below to join the conversation and start sharing your Lincoln passion. ■



QR CODE TO
MUSEUM
FACEBOOK
PAGE



QR CODE TO
MUSEUM
INSTAGRAM
PAGE



LMCF Board of Trustees Meeting Report: February 2026

BY ANDREA IRBY
LMCF Secretary

The winter board meeting of the LMCF Trustees was held on Thursday, February 19th, at 7:00 p.m. Eastern time via Zoom. We had 16 of our Trustees attending, along with **Joan Denney** and **Quinton Slovacek** as guests.

Chairman and CEO **Paul Temple** led the meeting and shared the following items of interest:

All current officers were re-elected to serve in their positions for the next year, and proposed Committee assignments for 2026 were discussed. New trustee **Jim Mascola** is joining the Museum Collections committee, **Joan Denney** is joining the Finance Committee, and **Quinton Slovacek** from Kalamazoo is joining the Homecoming committee. We still need more help on the Marketing Committee, deepening our social media presence, and revamping our LMCF website. If you want to learn more about this and other committees and possibly serve, please

contact Paul Temple at ptemple1958@gmail.com.

A new Technical Committee has been started to help answer questions Paul and others receive from people about their Lincolns. **Tony Blaine** will chair the committee and others serving are **Jim Blanchard**, **Jim Ayres**, **Chris Dunn**, **Ray Theriault** and **Paul Temple**. Two additional goals are to increase membership through the relationships that are built when helping someone with their Lincoln and also to work together to help service and maintain the vehicles in our collection.

Bruce Kopf, Treasurer, reviewed the Foundation's financial position and noted we are making great progress toward our \$2.0 million dollar endowment fund objective. We are less than \$100,000 away and are hopeful we will reach our goal by Homecoming in August! We are also doing well on memberships. Memberships are increasing and pay almost 85% of the annual Foundation overhead costs. In January, Annual Membership

dues provided for 5% of the budget; Annual Sustaining memberships provided 11 %, and Life Memberships (increasing in number) covered 31%. Please be sure to read Bruce's detailed treasurer's report elsewhere in this issue.

Jerry Seibert, Fundraising Chair, noted that the LMCF Endowment Fund received \$105,412 in donations in 2025, a higher amount than the previous two years. People are participating in the Lincoln Star fundraising program and are making good on their pledges. Board members discussed accelerating donations to reach the \$2.0 million goal before Homecoming and encouraged converting life members into Lincoln Star members. The committee also discussed fundraising via Facebook and celebrating when we finally reach our endowment goal.

Joel Dickson, Library and Archive Research, highlighted recent donations from **Brian Beauregard**, **Bill and Brian Combe**, **Collin Ice**, **Roger Karsk**, **Jim Muller**, **Gary**

Convertino, Barbara Pudlinksi and **Jane Schultz**. All of these items truly add to telling the story of the Lincoln cars and brand. Additionally, **Jim Muller** and **Ted Ryan** (Ford Motor Company Archivist) donated six boxes of Lincoln factory photos. The photos have already been useful in providing information on Lincoln vehicles, most notably showing that the Stan Lucas Aero Phaeton actually had a convertible top.

Joel reminded us that all LMCF members at the Annual Sustaining level and above have access to the LMCF digital library. This means that roughly 411 members have access to the digital library, with only 14 people having accessed it so far. He believes that more members will access the library as the content populates. Currently, vehicle service manuals are a priority for uploading so that people have information to work on their cars. Access to the digital library starts on the Our Library page of the LMCF website (lincolncarmuseum.org). Scroll to the bottom and select Digital Collection. If people have questions about the archive or materials to donate, they can contact Joel Dickson at s.s.cejay@hotmail.com.

Marketing—Jim Ayres: We have seen a significant increase in views and engagement on our Facebook page, and our reach extends beyond our established base. We need to turn more of our viewers into followers and can do so by refining our content to include items of interest to diverse groups. Content that shares Foundation happenings, recent news on individuals and activities can help do this. **Stefano Bortoletto** from the Lincoln Navigator Brand Team

will be helping us explore new ways to reach people in more dynamic ways. If you are interested in helping with the LMCF digital presence, please contact **Jim Ayres** at jayres01@ca.rr.com or **Andrea Irby** at lincolnmotorcarsecretary@gmail.com.

Homecoming—Paul Temple:

The 2026 Lincoln Homecoming will feature a great week of fun from Sunday, August 2nd, through Sunday, August 9th, in two locations: Dearborn and Hickory Corners/Kalamazoo. A special feature of the week includes a private tour of the new Lincoln headquarters in the recently renovated **Michigan Central Station** (see article in this issue) and a car display in front of the building in the beautiful city park. This year's Homecoming is hosted by the **Lincoln and Continental Owners Club** and is a **Grand National** with formal judging.

Quinton Slovacek from Kalamazoo has shown his Lincoln at our Homecomings and has now joined the Homecoming Committee to help plan activities in the area. More information on Homecoming is in this issue of *The Lincoln Link*, and updates will be posted on our Facebook page, the LMCF website and also in the club magazines.

Jim Blanchard spoke about the cars in our collection and recent donations and acquisitions. Currently, there are three 1941 Lincoln Continental Cabriolets, including one recently acquired from a professor's estate. We now have a very special front-drive 1990 Lincoln Continental that won first place at an LCOC meet in Palm Springs and a 1989 Town Car with low mileage. The collection committee will need to

determine how to display and position these new cars. Jim Blanchard also shared news about discovering the existence of and finding the top for the Stan Lucas Aero Phaeton. We continue to have issues with the floor in our museum (buckling repeatedly) and are working with the Gilmore Museum on how to best solve the issue.

Ray Theriault, Vehicle Registrar, shared details on 39 cars currently in our Lincoln Museum collection. We own 31 of the vehicles and eight are on loan. Ray provided a detailed list of the cars and a breakdown by era. The collection has five Model L Lincolns from 1922-1930; two K's and one KB from 1931-1939; six Zephyrs from 1936-1942; seven Continentals from 1940-1948, three Lincolns from 1949-1954, two Mark IIs from 1955-1956; three Lincoln Continentals from 1960-1967 and four from 1971-1979. There are also four cars of various models from 1989 to 1998 and two concept cars from 2017 to 2019. If you would like more details on the cars in the collection, please contact Ray Theriault at ray.theriault@cox.net or 860-919-1821.

The next LMCF Board Meeting will take place on August 9, 2026, at the Gilmore Museum in Hickory Corners and via Zoom. There will be a General Membership meeting at 10:00 a.m. (eastern time) in our Lincoln Museum. This meeting takes about 30 minutes. The more detailed Board Meeting begins at 11:00 a.m. and usually runs 90 minutes. Both meetings are open to anyone who is interested in attending. If you wish to attend via Zoom, please contact **Andrea Irby**, LMCF Secretary, at lincolnmotorcarsecretary@gmail.com or 919-815-1355. ■

The Lincoln Museum Needs Your Support!

BY JERRY SEIBERT
*Chairman, LMCF Fund Raising
Committee*

Thank you, thank you to the many Lincoln and Continental owners and enthusiasts who made contributions to the Lincoln Motor Car Foundation Endowment Fund in 2025. Your generosity resulted in contributions of over \$105,000 to the Endowment Fund to support the long-term operation of the Lincoln Motor Car Heritage Museum. And, due to this generosity and the contributions that have been received from many sources so far in 2026, the LMCF Endowment Fund is within \$100,000 of the \$2,000,000 fundraising goal set by the Foundation's Board of Trustees.

Reaching this goal will allow the interest and dividends generated by the Endowment Fund to cover the annual operating expenses of the Museum so it may operate for many years to come. Preserving the heritage of the Lincoln Motor Car Company is the mission of the Foundation, and it can only be fulfilled by the many contributors who provide their generous support.

With the Board's goal in sight, the Fund Raising Committee is putting special emphasis on communicating the many ways to contribute to the Endowment Fund. By far, the most used method of making contributions to the Fund is through each Lincoln club's membership renewal system. When paying annual dues to your respective club (LCOC, LOC, LZOC, RRLR), you may add an



amount to be paid to the LMCF Endowment Fund. Many club members use this approach for its efficiency and ease of use.

The next most used method is just to send a check for the desired amount to the LMCF Treasurer at PO Box 805932, Saint Clair Shores, MI 48080. A note indicating that the amount donated should be deposited into the Endowment Fund should be included with the check.

And for those who have wished to spread their payments over five years, the "BE A LINCOLN STAR" campaign has been a perfect fit. Pledges may be made in amounts of \$10,000 (Mark II level), \$5,000 (Mark III level), \$2,500 (Mark IV level) and \$1,000 (Mark V level). Those

making these pledges have been designated as "LINCOLN STARS" by the LMCF Trustees. These pledges can be conveniently made on the Museum's website at lincolncarmuseum.org/support. Just fill in the requested information, hit *submit* and forward your chosen pledge amount's first payment to the Treasurer's address shown above. It's just that easy to join the others as a "LINCOLN STAR"!

I'm looking forward to seeing everyone at the Lincoln Homecoming this August. It will be a great Lincoln week this year with the combined Dearborn/Kalamazoo/Hickory Corners activities and the LCOC Grand National Meet as part of the festivities. It would be a wonderful moment if we could announce that the Trustees' goal of raising \$2,000,000 in the Endowment Fund had been met by that time. With everyone's continued generous help, I'm thinking that could be a reality!

Please call me at 217-414-7702 or e-mail me at gascfp@hotmail.com if you have questions about how you can help reach our goal! ■





2026 SPRING-SUMMER

Lincoln Motor Car Foundation Treasurer's Report

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

Lincoln Motor Car Foundation's performance vs. budget for 2025 was a net gain of \$25,309, which was \$24,949 better than the budget. Not raising the light fixtures, as budgeted, use of less than budgeted miscellaneous provision and unbudgeted maintenance fund donations explains this result. August Homecoming, which was hosted by the Foundation, netted \$7,837, which was \$2,163 less than budget.

Performance vs. budget for the first two months of 2026 is a net gain of \$97.

Endowment Fund donations totaled \$105,412 in 2025. Compared to the \$2.0 million

objective, paid donations at the end of January total \$1,893,826, or \$1,913,730 when including \$19,904 of pledges due. The prior 12 months Endowment Fund income has reached \$74,217, which is 95% of the \$78,070 expense budgeted in 2026 for operation and maintenance of the Museum.

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 in 2024, all members of the four sponsoring

Lincoln clubs who were not already members were granted membership in the LMCF. Those who provide 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

Your financial support is very much appreciated and will help preserve the Lincoln brand legacy for future generations. ■

LINCOLN LIBRARY UPDATE

Telling the Lincoln Story...

with Generous Donations from You!

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

Thank you to the following recent donors—

- **Brian Beauregard**, son of the late **Cal Beauregard**, thoughtfully donated a DVD and group of slides from one of his father's presentations depicting his years at Ford Motor Company handling White House vehicles and special transportation vehicles for VIP's.

- **Bill and Brian Coombe**, a father-and-son team who earnestly support the Lincoln Library, donated a number of Lincoln dealer items that include a 1966 *Trouble Shooting Handbook*, 1988 *Quick Facts Reference Guide*, and *Ordering and Pricing Guides* from the 1990s and 2000s.

- **Bill Culver** donated and graciously organized material that details the beginning and progression of the Road Race Lincoln Register (RRLR). This material will greatly add significant historical importance and information on the Lincoln era of 1949 through 1957.

- **Collin Ice**, who has supported the Lincoln Library with many items from the 1970s and 1980s, donated a two-volume 1990 set of the *Ford Car Parts Master Catalog*, showing Ford's full range of vehicles, including the Lincoln lineup.



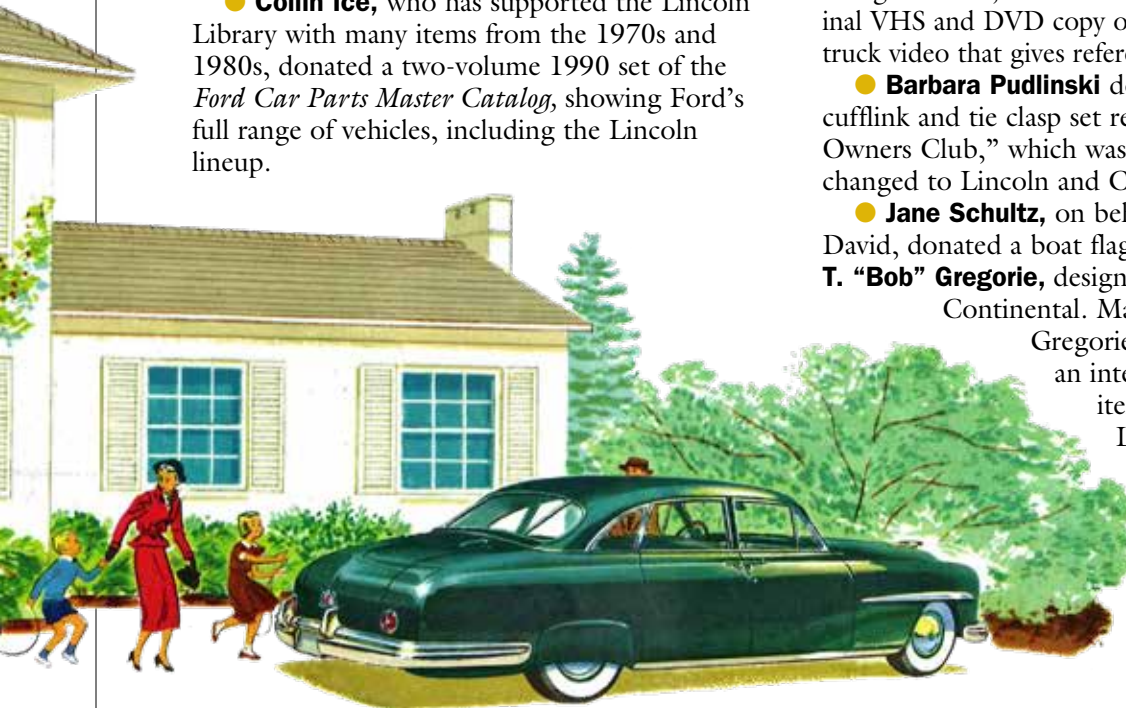
- **Roger Karsk** donated a group of items from the 1930s, 1940s, and 1950s that includes Lincoln and Continental brochures and ads.

- **Jim Muller and Gary Convertino**. Because of these two gentlemen, the Lincoln Library now has both an original VHS and DVD copy of the 2002 Lincoln Blackwood truck video that gives reference details for salesmen.

- **Barbara Pudlinski** donated LCOC history with a cufflink and tie clasp set reading "Lincoln Continental Owners Club," which was the club name before it was changed to Lincoln and Continental Owners Club.

- **Jane Schultz**, on behalf of her late husband, David, donated a boat flag that was owned by **Eugene T. "Bob" Gregorie**, designer of the 1939 prototype Continental. Many are not aware that Bob Gregorie was a boat designer and had an interest in boats. This is a unique item owned by an important Lincoln designer.

Remember to give one item or a collection to the Lincoln Library and check out the digital library at lincolncarmuseum.org as we continue to grow . . . with your help! ■





The Lincoln Legacy Society honors 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, perpetuate, display and disseminate to the public: information, hardware, memorabilia and vehicles related to the history of the Lincoln Motor Company and Lincoln motor cars. The Foundation operates the 15,000-sq.-ft. Lincoln Motor Car Heritage Museum on the Gilmore Car Museum campus located at Hickory Corners, Michigan, and

provides public access to the Foundation's extensive Lincoln Motor Car documentation in the Antique Automobile Club of America (AACA) Library and Research Center located at Hershey, Pennsylvania.

LINCOLN LEGACY SOCIETY MEMBERSHIP

Lifetime membership in the Lincoln Legacy 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 required for membership in the Lincoln Legacy Society. To join, please fill out our membership form on the website under the Support tab.

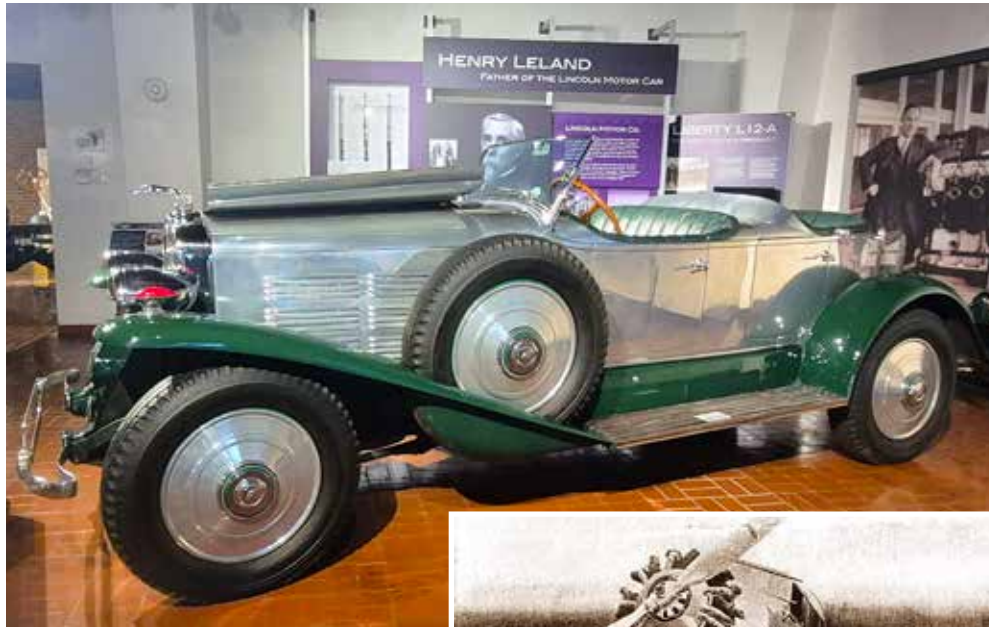
LINCOLN LEGACY SOCIETY BENEFITS

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 into the Gilmore Car Museum complex during normal hours of operation;
 - eligibility for the Ford Motor Company X-Plan, a partner discount program for new Ford and Lincoln vehicles;
 - *The LINCOLN LINK* (Lincoln Motor Car Foundation magazine published twice a year);
 - an opportunity to share your personal experiences and inspire others; and
 - recognition on an honor roll (unless anonymity is requested)
- Visit our website at lincolncarmuseum.org. ■



Lincoln Motor Car Heritage Museum Report



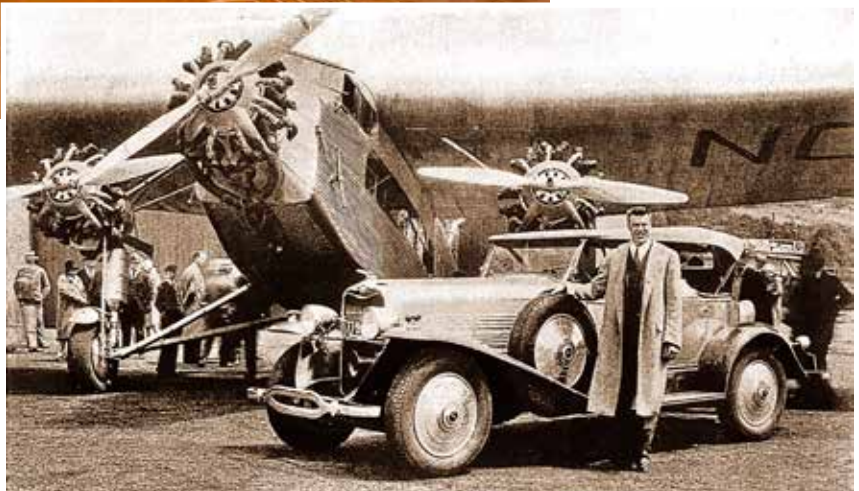
■ The one-of-a-kind aluminum-bodied 1929 Lincoln Aero Phaeton (left), a gift of the late Stan Lucas, is now a featured exhibit at your museum. It is displayed with an open cockpit, as shown, but period photographs like the one below (with a Ford Trimotor) show it with a standard canvas phaeton top. The top has been located, and plans are underway to reunite it with the car.

BY JIM BLANCHARD
Museum Director

Your Lincoln Museum continues to gain support from cash donations and donations of Lincoln automobiles—from a 1941 Continental Cabriolet from **John Hinshaw** in tribute to his friend **Dr. Russel G. Warren** to a 1990 Town Car from **Mark Perry**. Thank you! Some of these will be displayed; others will be sold to strengthen our finances, helping to ensure that the Lincoln story continues to be told for future generations.

The **Paul Didier** family from Wisconsin is making plans to visit the museum to see the 100-year-old 1926 Lincoln on display that they donated several years ago. This car was purchased by the family with a trip to Dearborn in 1926 on the Ford Trimotor airplane—a great story indeed!

While looking at some factory photos recently donated by

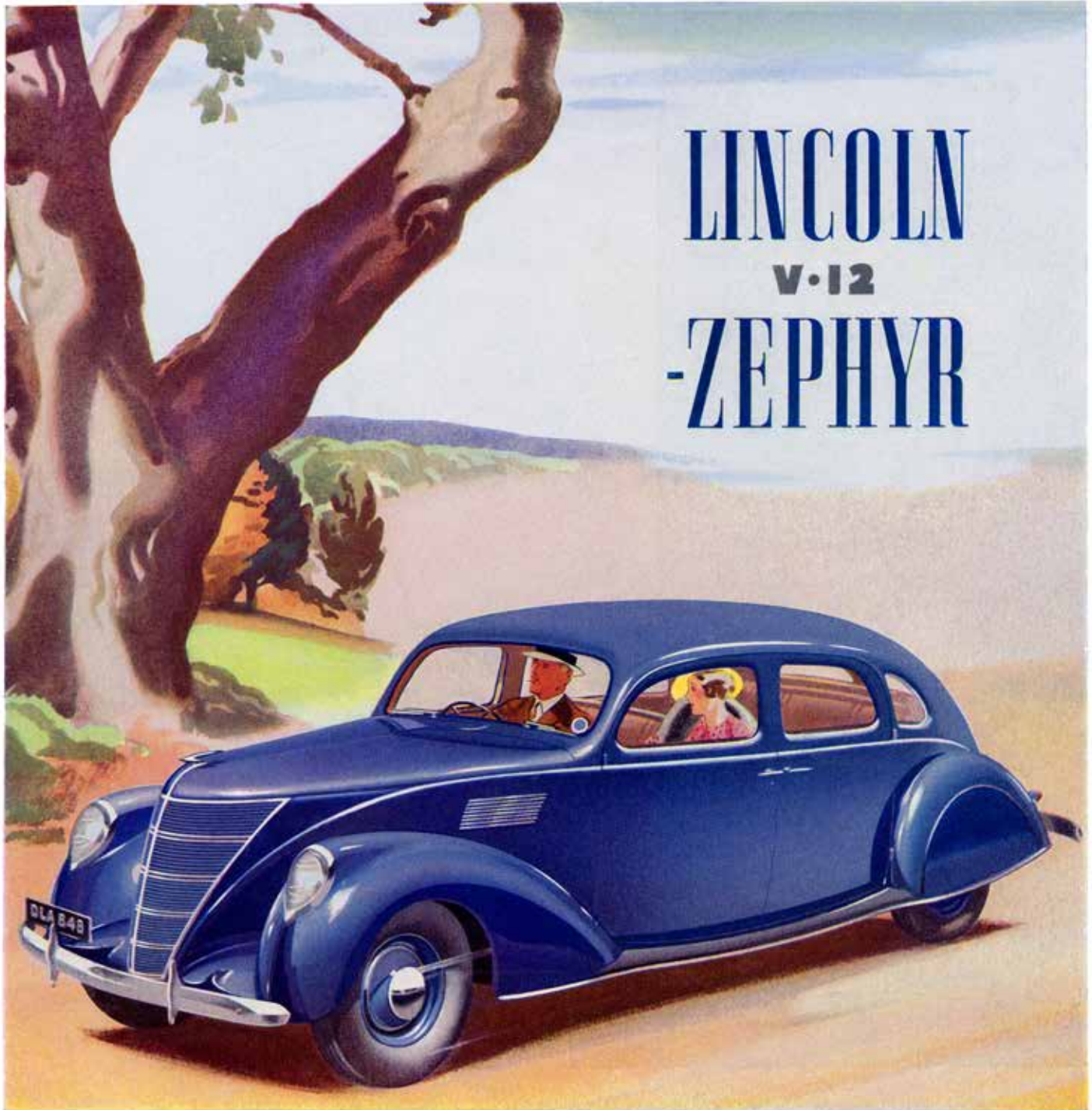


Ford Motor Company, it was noticed that the 1929 Lincoln Aero Phaeton had a top when it was new. Some checking by **Ray Theriault** with **Scott Andrews** determined that the top still exists, and plans to get it to the museum are now in the works. It may look better displayed without the top, but it's an interesting aspect of its history that we will preserve. The Aero Phaeton was a gift of the late **Stan Lucas**, who has also given substantial monetary gifts that will ensure the success

of our digital library and our endowment fund that is vital to our ongoing operational independence.

Excitement is building for the joint LOC/LZOC meet in Virginia this coming May. Plans are also underway for the Lincoln Homecoming at the museum the first week of August, with some fantastic events in Dearborn and Detroit during the week (*see page 14*). Plan to attend!

Thank you for your ongoing support of the Lincoln Motor Car Heritage Museum! ■



Admittedly, there was a time when all good cars were very much alike. That state of things passed with the coming of the Lincoln-Zephyr V-12.

Its engine, gear-box, steering, suspension, brakes, body-work (quite uncommonly resistant of external injury), equipment, finish, its really aero-dynamic stream-lining, are all in a class apart.

Its comfort, restfulness, silence, smoothness ; that phenomenal acceleration ; the joyous speed on every stretch permitting it to run freely, combine to spell a completely new kind of super-motoring, in which you can revel at surprisingly little cost, buying, running or maintaining it in the very pink of perfection.

A catalogue is yours for a postcard or a telephone call. Impressed, even interested, you can arrange a really informative road-test. Then the Lincoln-Zephyr V-12 speaks for itself, *and* with what wealth of eloquence !

*Distributors Throughout
the British Isles.*



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*(Sole Concessionaires for
Lincoln and Lincoln-Zephyr
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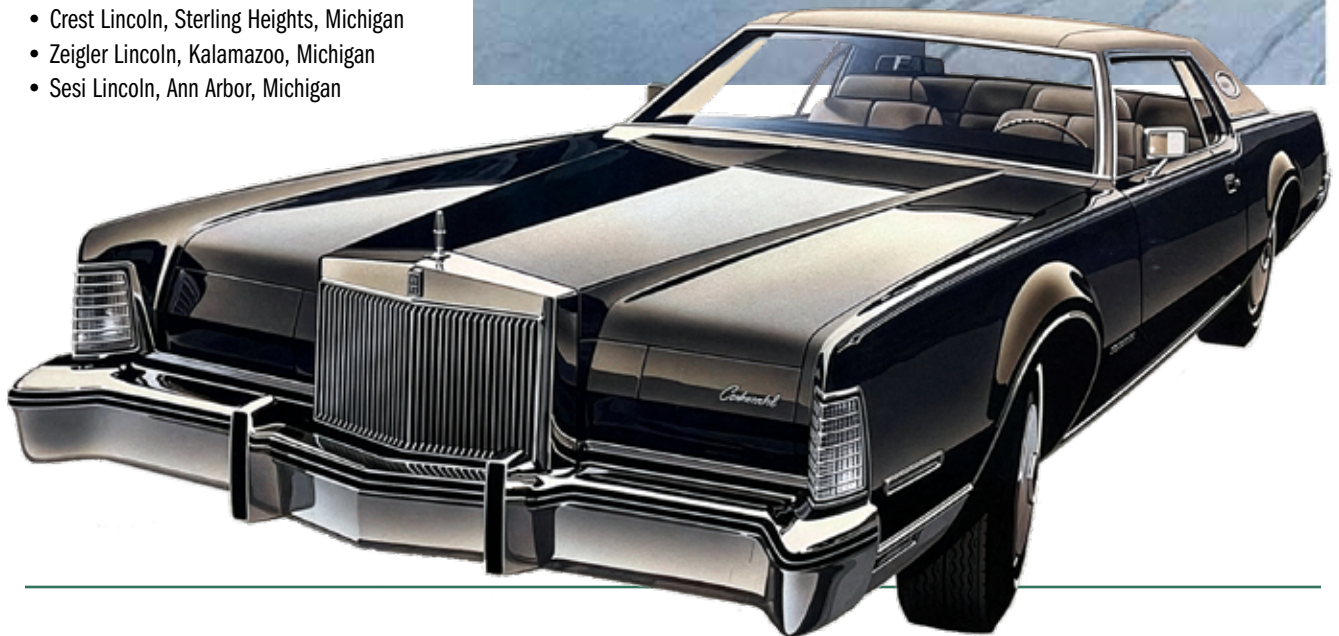
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