



Lake  
Shore  
Region

March - April 2009



**Lake Shore April 25th Activity**

Drive your Lincoln dream car to the Volo Museum and Antique Mall, or shop for the car of your dreams, or consider selling your current dream car. Join us and have great fun with other LSR members reviewing and talking about 300 collector cars, model cars, antiques, crazy movie cars, old military vehicles or the many things there are to see at this fabulous local area museum and collector car dealer. We'll enjoy lunch later and continue the conversations. (See enclosed flyer)



**Member Story of the Month**

What do the above photos have in common with the center picture of our LSR member, Jack Fletcher. This is a story that only Jack and Marilyn could accurately tell and do it in a fashion that keeps your rapt attention to the very end. It is a story of devotion, untold emotion, commitment to a goal and incredible frustration. Get out your calculator and be ready to recall similar stories of your own history with collector cars and journeys in them. You're going to enjoy this story!

Lincoln & Continental Owners Club  
**LAKE SHORE REGION**

This newsletter is published every other month to provide information to the LCOC Lake Shore Region membership. Members are encouraged to submit articles and photos of their cars, which will be utilized and edited as space will allow. FOR SALE ads for Region members are free, or \$10 per ad issue for non-members. Please contact the newsletter editor for sizes and ad rates. The deadline for publication of all materials is the 10th of the month prior to the newsletter issue date.

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**Picture of the Month**



Time to diet so that slinky swim suit will fit!

**LSR EVENT CALENDAR**

**APRIL 25 - Saturday 10:00 AM**

Volo Museum in Volo, IL. A map, final schedule and lunch arrangements are on a Flyer in this Newsletter

**MAY 17 - Sunday 4:00 PM**

Meeting at Brickhouse Tavern in Downers Grove, IL. A discussion of collector car insurance options and general LSR business. A map and more details will be mailed later in a Flyer.

**JUNE 28 - Sunday Noon**

A Sunday afternoon tour of the historic homes of Oak Park, IL and the Frank Lloyd Wright Unity Temple followed by an early afternoon lunch.

**JULY 19 - Sunday**

Lake Forest, IL 60th Annual Antique Auto Show  
Sponsors: AACA & Rotary Club  
Registration: 8 AM to 10:30 AM  
Awards: 3 PM  
Early Dinner: 4:00 PM

This annual judged show is one of the finest in the Chicago area and is open to all cars over 25 years old. Show your car for judging or just exhibition. More info in June/July Newsletter or go to <http://local.aaca.org/illinois>

**Items of Interest**

**2009 National Meets**

**Mid-America** - April 24 & 25th in Salado, Texas

**Western** - June 11 thru 13th in Reno, Nevada

**Eastern** - September 9 thru 12th in Lancaster, PA

## DIRECTOR'S MESSAGE

Time to start thinking about the Spring check-up on that favorite Lincoln so it will be ready for enjoyable tours, meetings, meets, local shows, judging and hopefully some trophy awards. Lots of good activities on the calendar in the next few months, including some excellent LCOC Meets around the country.

As always, we need more LCOC members on both the national and region level, so keep a copy of the new member application handy in your glove box to give to friends or Lincoln owners you may see at local shows. The best ways to get newcomers excited about LCOC membership is to invite them to region activities and national meets.

While your Director must admit to enjoying some time in Florida's attractive climate, my computer gets daily use in organizing the Reno National Meet and corresponding with your Region Board Members on activity planning for 2009. We hope you'll mark your calendars and attend the upcoming April and May activities along with the many others planned for the rest of the year. The May meeting is a great opportunity to learn how you could save some money on collector car insurance and the benefits of some of the insurance companies. Plan to bring your own policy with you to the meeting so we can all discuss and compare our coverage, rates and historical experience.

For those of you looking ahead to Fall planning, be sure to consider the Eastern Meet in Lancaster, PA. This will be an unique Meet, with the show cars all housed in an enclosed arena, much like we enjoyed in Duluth, MN in 2008. Since this is Amish country and an area with a lot of American history, there will be much to see and do while attending the Meet.

Carol and I will be attending the Mid-America Meet in Salado, TX in late April on our way home to Illinois. We look forward to seeing you at the May meeting and telling you about this Meet, which has a long local history for the Texas Regions.

Get your Lincoln running so we can all enjoy the pleasures of owning America's finest luxury car.

With Warm Regards,  
Art Whitmire

## SMART AS A 5TH GRADER?

TEACHER: Maria, go to the map and find North America.

MARIA: Here it is.

TEACHER: Now class, who discovered America?

CLASS: Maria!

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O

TEACHER: What are you talking about?

DONALD: Yesterday, you said it's H to O.

TEACHER: Now, Simon, tell me honestly, do you say prayers before eating?

SIMON: No Sir, I don't have to, my Mom is a really good cook.

TEACHER: Clyde, your composition on "MY DOG" is exactly the same as you brother's. Did you copy his paper?

CLYDE: No, Sir. It's the same dog.

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher?

TEACHER: Glenn, how do you spell "crocodile?"

GLENN: K-R-O-K-O-D-I-A-L

TEACHER: No, that's wrong?

GLENN: Maybe it is wrong, but you asked me how I spell it.

(Don't you just love these kids?)

## 2009 MEMBERSHIP DUES

A Membership Renewal Form was enclosed in the last several newsletters. This will be your last newsletter before removal from the LSR roster for 2009. We appreciate your past membership and don't want to lose your support, so please submit your dues.

***Confirm or correct the information on the Renewal Form and mail it with your check to our Treasurer.***

## MEMBERS' CARS AND MEMORABLE STORIES!



**Editor's Comments:** Jack Fletcher w/ '71 Sedan at 2008 Columbus Meet. "Mechanics" in Lost Hills, CA rebuilding/replacing/hammering the alternator. When I received the Fletcher's story, my first goal was to shorten it by editing out unneeded copy. Upon reading it, there was nothing that could be taken out without ruining a fascinating tale of our hobby and perseverance by a marvelous Lincoln and its very dedicated and patient owners. Have fun reading it!



### GOIN' FOR THE HAT-TRICK By Jack & Marilyn Fletcher

"Hockey-moms" know that scoring three goals in one game is called "doin' the hat-trick". For the 2008 show season we decided to try for a hat-trick with our '71 Continental Sedan by winning the Dr. Erwin C. Ruth Trophy at all three National Meets, Mid-America in Duluth, Minnesota, Eastern in Columbus, Ohio and Western in Irvine, California. This was our second try at a hat-trick, as we had won two out of three "Ruths" in 1999, after which we placed the car in the Emeritus Class, where it was *driven* to ten consecutive meets and won two President's Trophies.

Starting in early April, preparations began to get the '71 show ready. Several electrical issues needed to be solved, complete detailing was necessary, intermittent carburetion problems were annoying and the tires that had been installed in 1999 were as hard as rocks, so they were replaced. The day before leaving for the Duluth Meet the car was "finished". At Duluth the car won the Ruth. On Sunday, June 29th, instead of heading home, we drove to Minot, North Dakota to participate in the Antique Automobile Club of America "Western Dakota" forty-car six-day tour of the Bad Lands, the Roosevelt National Park and Camp Lincoln, the winter headquarters of the Lewis and Clark Expedition. Our total mileage for the Duluth meet and the Dakota tour was just over 3200. Every day on the AACA tour at least one of the off-brands received road-side assistance. The Club that sponsored the tour provided a chase vehicle with a car hauler to recover breakdowns. The '71 ran beautifully on the tour, we only experienced an occasional carburetion hesitation when accelerating. With the cost for fuel around \$4.00 per gallon, and a 12 mph car (on a good day) burning 90 plus octane gas, our fuel bill for the tour and the meet was over \$1,000.00.

This did not discourage us, on our return home we immediately started getting the car ready for the Eastern National Meet in Columbus, which was to start on August 13th. More work on the carburetor, attempts to correct several new electrical issues that developed on the North Dakota tour, and, of course, detail, detail, detail. At Columbus the '71 scored a perfect 100 points, and whoopee, our second "Ruth". Now, we really had to get out to Irvine, California for the last leg of our hat-trick quest. On the way home from Columbus we began to experience major carburetion problems, far more serious than before. We dared not shut the car down, or even try to let it idle as it would stall out and we were not sure that it would start again. Thus, a non-stop, no-idle trip home. At about 45-50 miles per hour the car ran smoothly, but above or below that speed it would sputter and spurt – seeming like it would either flood out or suffer fuel starvation.

Chris Dunn of Lincoln-Land was contacted and provided a remanufactured carburetor that was installed and the '71 was "road-tested" daily for the rest of August and September to ensure that we would not have any problems on our trip to the Western National Meet, the third stop on the road to a hat-trick. Of course detailing continued, and one final electrical problem was corrected, intermittent operation of the cruise control was finally solved.

We planned on making a side-trip to Seattle on the way to Irvine so we could attend the Fall meeting of the National Academy of Arbitrators. Early Sunday morning, September 28th we're on our way West on Interstate 90, out of Illinois, into Wisconsin, thru Minnesota and on to Sioux Falls, South Dakota, where we spent the night – 523 miles, 45 gallons of fuel, 11.6 mpg, and the Fletchers' gas budget was \$170.00 poorer. An early start on Monday, found us heading into Montana toward Glacier National Park, one of the few National Parks we have not had the pleasure of visiting in our 55 years of marriage. The '71's running great, the air conditioning is working, the cruise is holding at a steady 85 mph and we are enjoying the scenery. Part of the time Marilyn has the left front seat reclined, just resting her eyes. After a few photo stops, yes, pit stops too, at about 6:00 pm as we are leaving the Interstate at Great Falls, Montana to go to our hotel, the car dies on the off-ramp. Nothing, absolutely nothing, no electrical power, no nothing. A 9-1-1 call gets us a flatbed tow truck and the '71 spends the night in a repair shop. Importantly, though, the goodwill of the American people still exists. In the brief twenty minutes it took the tow truck to respond, nine cars actually stopped to give assistance, with ten more slowing down and asking to be of help.

The next morning, after three hours of diagnostics, we find the main electrical wire from the battery to the fuse box is burned off at a point in the engine compartment where the wire passes through the firewall. Opening up the wire harness finds that it is severely corroded (green), so a replacement wire is run directly from the battery to the firewall fuse box. Everything works, we're off to Glacier. Total cost for the tow \$225.00. Total cost for the repairs \$402.28.

We plan on entering the Park at St. Mary, Montana and exit at West Glacier. When we get to St. Mary we learn that the road ahead through the park is closed for maintenance. Now we have to backtrack to US 2 and take a more mundane drive. It was still beautiful at this time of year, took some more pictures, including one of a dead cow. The next two days are unremarkable, except for constant Pacific Northwest rain and pumping lots of gas. We arrive in Seattle on October 2nd, park the '71 in the hotel garage where it sets undisturbed for the next three days while we attend the convention. On Sunday we drive to Portland to spend two days with Jack's sister and her family. With the exception of constant rain, the trip from Seattle to Portland was also uneventful, as was driving around the Portland area. On Tuesday morning October 7th, still raining, we get up early and start down the coast toward California – about noon we finally run out of rain. During the drive south we are talking about how bad we will be giggered for the extra wire running from the battery to the firewall. We know that under LCOC concours rules no point deductions are to be taken for matters that occur on the way to a Meet. However, if you have two 100 point cars competing against one another it would be surprising if the one with the extra wire in the engine compartment didn't come in second when it came time for the judges to break the tie. This concern, though, would soon be surpassed by more serious problems.

We stopped Tuesday night in Sacramento, California. Got up early, well before breakfast, on Wednesday, hoping to arrive early in Irvine to start partying – we had signed up for the six-o'clock early bird dinner. About eight am we see a Denny's restaurant at Mile Post 278 on I-5. Off the Interstate and into the parking lot for breakfast. A hour later when the '71 was started we heard a loud squeal and then a thump – the alternator drive belt was tangled in the fan. Jack was able to extract it, but no alternator. Asking several "locals" if they knew where a repair shop was, we were told that there was a *reliable* mechanic in Lost Hills, about three miles west of the Interstate. Off we go, very cautiously to V-B Auto Car Care Center. While the facility looked like it was from the mid 1930's, or even from the middle of Mexico, the owner assured us that he knew how to fix our car, asserting that he had worked in a Lincoln dealership for over 15 years "before starting his own business". He noted that the bearing in the alternator was seized and that all of the belts needed to be replaced because they were damaged when the alternator belt became tangled up, which in our experience we knew was the case. (So much for having correctly numbered and matched belts on a perfectly detailed engine.) When asked where his parts source was, the owner shrugged and said, "just a short way down the road." The belts and alternator were removed and the owner's helper, the only other employee in the enterprise, took off in a beat-up pickup truck. After about thirty minutes I asked the owner how much longer before his man returned. His answer, "just a little bit." Then his phone rings and after an excited conversation in Spanish, of which Jack understood some, having lived in Mexico for a short time in the early sixties, the owner said his man was coming back and he would have to go to the parts house to find the right alternator.

Anyway, after about another two to two and a half hours of waiting, the owner finally returns with an alternator. He slides under the car and then pops out saying he has to modify the mounting bracket. He and his man take the new alternator and the old one, apart on the floor of the shop and proceed to change (hammer) the mounting brackets. With parts of two alternators made into one, on the car it goes and after struggling to get the new belts to fit, the shop owner says it's all fixed, and presents us with a bill for \$366.00. Into the car and off to Irvine we go, but not so fast. About a mile down the road we notice that the alternator gauge is acting erratically. A U-turn takes us back to the shop. The *mechanic* (the term is used lightly) says "Oh Ya!, I forgot to step it down." Jack asks, "what do you mean?" The mechanic says "voltage is too high got to cut it back to 16 or 17". He grabs a short hunk of wire, fits two connectors to each end, crawls under the car and fiddles with the alternator. We start it up and the gauge shows a slight charge. Now we are off to Irvine, arriving just in time for a quick shower and the first of several fine dinners, with some adult beverages to soothe our nerves, of course.

On Thursday and Friday, doing the clean-up for the Saturday concours we noticed a slight squeal in the belts, but with a light application of white grease on the pulleys after a few seconds the squealing stopped. The Saturday judging was fair, the car tied for first, but was not awarded the Ruth Trophy, that trophy going to an admittedly superior low mileage *all original* 78 Mark V.

On Sunday we started back to Illinois, little did we know that what had gone on before was just a prelude to a trip from hell. Our first stop is twenty-four miles from the Nevada State Line for breakfast. After breakfast, the car doesn't start. A mechanic shows up, gives us a jump and tests the battery to find out that it has two dead cells. The nearest place for a new battery is Las Vegas, he tells us as he gives us a bill for \$60.00 – cash only. Off we go to a Goodyear store in Vegas where the battery is replaced and we start heading East again. Two miles away the car starts acting up, it starts to stall when turn signals are turned on, etc., a U-turn on the Interstate takes us back too Goodyear, where it is learned that the *service technician* had not tightened the battery ground and it had fallen off the negative terminal. Everything is checked over and we start East out of Vegas for a second time. (No, we didn't spend a dime gambling in Nevada.)

About ten miles South of Cedar City, Utah, Marilyn's driving and the car stops dead on the Interstate, just like in Montana, no power, no anything. Another call to 9-1-1, and another tow truck. It's now about 4:30 pm. Where are we going to get the car fixed tonight, and it's snowing too. The car is dropped at a repair shop, next to a Ma and Pa motel where we are told we can get a room for the night. The cost of the tow, \$180.00. The kid that's the mechanic

in the shop is just finishing up a customer's car and is preparing to lock up, but Jack persuades him to take a look at the '71, which he does. Guess what, no alternator belt and the new battery is dead. All the other belts are in place and appear to be in good shape, though. After trying about twenty belts, one is located that fits. The car is started, the battery is charging, the lights are working, we get our money back from the motel and off we go – we want to get two or three more hours of driving in before we stop for the night. The cost of the belt and labor \$54.00.

Heading North of I-15, the gauges are nervously checked every thirty or forty seconds, it seems, and the car is running great. We get off the Interstate at Exit 109, Beaver, Utah, for a sandwich, but keep the car running, we'd like to get further East before quitting for the night. Back on I-15, just past Exit 112, with light snow falling, the '71's lights start going dim. We make an illegal U-turn at the first median crossover two miles down the Interstate and head back to Exit 112 to find a motel to spend the night. We have absolutely no lights and it's snowing harder now, but we're able to pull in close behind an 18 wheeler and follow him to the exit ramp. We've had enough, we decide to rent a truck and car hauler and tow the '71 home. Getting up at 5:00 the next morning Jack is told by the Night Clerk in the Motel that the best place to get a truck and trailer was at the Beaver Valley Chevron back at Exit 109. We were told that the guy that runs the U-haul franchise there is also one of the best mechanics in Southwest Utah. The car starts, but we still don't have any lights. We drive to the Beaver Valley Chevron and learn that it is not 24-hour service as advertised. We "*patiently*" sit around waiting until about 9:00 am when the owner *mechanic* shows up wearing loafers, white shirt and tie. He refuses to rent us a truck and trailer, saying that his U-haul equipment is not heavy enough to handle a "big ole Lincoln like you guys got". He also says that he can't work on the car until later in the day as he is on his way to an appointment in Cedar City. He does mention though, another shop that may work on the car, it's located at Exit 112, about 500 feet from the motel that we had just checked out of.

We start the car, nothing works but the engine, no lights, no heater, no windows, nothing but the ignition and starter. Off we go back to Exit 112 to find the "Any-time Repair Shop". Any-time has six truck bays, and three auto bays, more heavy duty wreckers than we could count, and at least ten or twelve mechanics standing around waiting for work to come in on a Monday morning. The '71 is run into the first bay and two mechanics start to work on it like a couple of crows feeding on a road kill. The fan comes off the sheaves come off, the belts come off, the alternator comes off. A complete set of new matched belts are installed, the alternator is aligned correctly, the pulleys are placed in a vice and pressed "true", and the battery is charged. Fuses are checked and several replaced. Every thing tests out within specs, and the windows go up and down, the wipers work, so does the heater fan. About one o'clock we are finally on our way again. And, oh yes, we also bought a battery booster pack as insurance, so that we could jump-start the '71 if needed. The booster pack also has a connector that plugs into the cigarette lighter so that it can be used as an auxiliary battery that will run the car for a while if the regular battery fails, like it had the day before when the alternator belt came off. The Any-time bill was \$375.00.

Heading North on I-15, again the gauges are checked every ten or fifteen seconds. And, no radio, no talking so that we both can listen to the engine for any squeals or thumps that may indicate we are losing a belt. We make a pit stop in Salina, Utah, refuel and have a snack. Guess what, when we attempt to get underway, the '71 won't start, dead battery. We get it started with the booster, and then plug it into the lighter so that we can use it as an aux battery, and we turn everything electrical off, including the cell phone chargers. On the West side of Green River, Utah we stop at a large NAPA store that has three service bays next door. After explaining our problems to the owner, he comes out, looks under the hood and asks, "who put that tractor alternator on this car?" "That'll never work, it's for off-road service, a 24 volt system". He has his mechanic take the alternator off and put on a tester, it's kicking out 27-28 volts. And, the new battery we bought on Sunday in Vegas is toast.

A new alternator, the correct one for a '71 Lincoln, that fits as it should is installed, the right battery is available too, and the voltage regulator that had been disconnected apparently by the *mechanic* in Lost Hills, California, is replaced. The mechanic goes to work replacing all of the belts again – some were chewed up and others were showing signs of wear on the sides because of being misaligned. After about two hours and \$348.00, the Fletchers' are on their way East again. Would you believe that this was the end of our mechanical trouble for the trip?

Now, we only have one thing on our minds, get this car home before it fails us again. Two days later we are back in Illinois. Total miles driven, 5,986. Cost of fuel \$2024.00. Cost of repairs and tows, the reader can add 'um up, we don't really want to know. Would the Fletcher's try for the hat-trick again? Maybe not, but when you get bitten by the bug, who knows? When the weather warms up work will start on getting the car back to concours shape with authentic belts, battery and hoses. Any one need a complete set of NAPA belts for a '71 Lincoln, slightly used.

**Editor's Closing Comments:** There are two distinct methods for getting cars to Meets. Jack and Marilyn are the ultimate representatives of "driving the car to the show" and have proven this can be effectively done. Carol and I did it with a '78 Mark V for 13 Meets and 18,000 miles to win a President's Trophy. After that experience, which was mostly trouble-free other than tread separations, brake problems and starter solenoids, we became devoted "trailer queen" competitors. Both ways have advantages, disadvantages and proponents. The fuel costs with an older Lincoln are about equal and frustration levels can be similar. "The Best way" is only in the "mind" of the owner.

# Amelia Island Concours D'Elegance

While LCOC meets are impressive, they can't compare to the annual Concours events such as Pebble Beach, Meadowbrook or Amelia Island. These events are to collector cars like the Kentucky Derby is to horse racing or the Daytona 500 is to car racing. Amelia Island is just off the Atlantic Coast of Florida near Jacksonville. This year was the 14th Annual Amelia Island Concours and while a relatively "new" event, it has become one of the most prestigious of the major Concours. Only 225 cars are accepted by invitation only, and they represent classics, customs (modern and vintage), foreign and domestic makes, sports cars and racing, etc. Your editor decided to attend this year since the event was only 150 miles from our winter get-away. To say that it was impressive grossly understates the impact of seeing so many impeccably restored magnificent vehicles. Like the Grand Canyon, you have to see it to truly appreciate it. The pictures below convey just a fraction of the event. If you ever have the chance to see Pebble Beach, Meadowbrook or Amelia Island Concours, don't pass it up. They are experiences you won't ever forget. I'm still waiting to see Meadowbrook and Pebble Beach (with cars on the fields).



# LAKE SHORE REGION – LCOC ACTIVITY CALENDAR

YEAR – 2009 (Updated 4/1/09)

DATE	ACTIVITY or EVENT	TIME	HOST
January 11 Sunday	Annual Holiday Party Mill Rose Restaurant – Rosewood Room	1:30 PM	Esdales
April 24-25 Fri - Sat	Mid-America LCOC Meet Salado, TX	See Continental Comments January - February Issue	
For members not planning to attend the Mid-America Meet in Salado, TX:			
April 25 Saturday	Volo Car Museum Volo, IL	10:00 AM	Nawrots
May 17 Sunday	Meeting & Car Insurance Presentation Brickhouse Tavern – Downers Grove	4:00 PM	Whitmires
June 11-13 Thur-Fri-Sat	Western LCOC Meet Reno, Nevada	See Continental Comments March - April Issue	
June 28 Sunday	One Day Tour - Historic Oak Park Homes Oak Park, IL	Noon	
July 19 Saturday	Lake Forest AACA Car Show Lake Forest, IL	10:00 AM	
August 23 Sunday	Poplar Grove Air Show & LSR Picnic Poplar Grove, IL & Fletcher's Home (Northstar & Midwest Regions Invited)	10:00 AM 2:30 PM	Fletchers
Sept. 6 Sunday	Luxury Car Show & Dinner Meeting Cantigny Estate Wheaton	Noon	Cadillac Club
Oct. 10 Saturday	One Day Tour w/ Visit to Chicago Botanic Gardens	9:30 AM	Esdales
Nov. 8 or 15 Sunday Dykema/Wilson	Membership Meeting Dykema & Wilson Home	1:30 PM	

We are always open to adding new and different activities to our event schedule for this or next year. Your assistance in locating interesting sites to visit or restaurants to hold a meeting are encouraged and appreciated. If we can't include some events in our formal calendar, we can publish dates and locations for members' options. Please contact either Bill Nawrot or Art Whitmire with your ideas. Our home addresses, phone numbers and email addresses are on the second page of every newsletter. We'd enjoy hearing from you.

# *LSRC - Lake Shore Region*

## **APRIL 2009 ACTIVITY**

### **VOLO CAR MUSEUM & ANTIQUE MALL**

**WHEN - 10:00 AM , SATURDAY, APRIL 25**

**WHERE - Meet at Volo Museum**

**27582 W. Volo Village Road**

**Website: [www.volocars.com](http://www.volocars.com)**

**815-385-3644**

**(See Map for details)**

Drive your favorite Lincoln, and park in a special reserved area.

Analyze the values of 300 collector cars on display and for sale.

Check out unique movie cars and the new military displays.

Shop for antiques in the huge adjacent Antique Mall.

Get a special discounted entrance fee of \$7 per person.

Enjoy a late lunch with your LSR friends at:

Bobby's Barrel Inn  
35009 N. Gilmer Road  
Volo, IL 815-385-8811

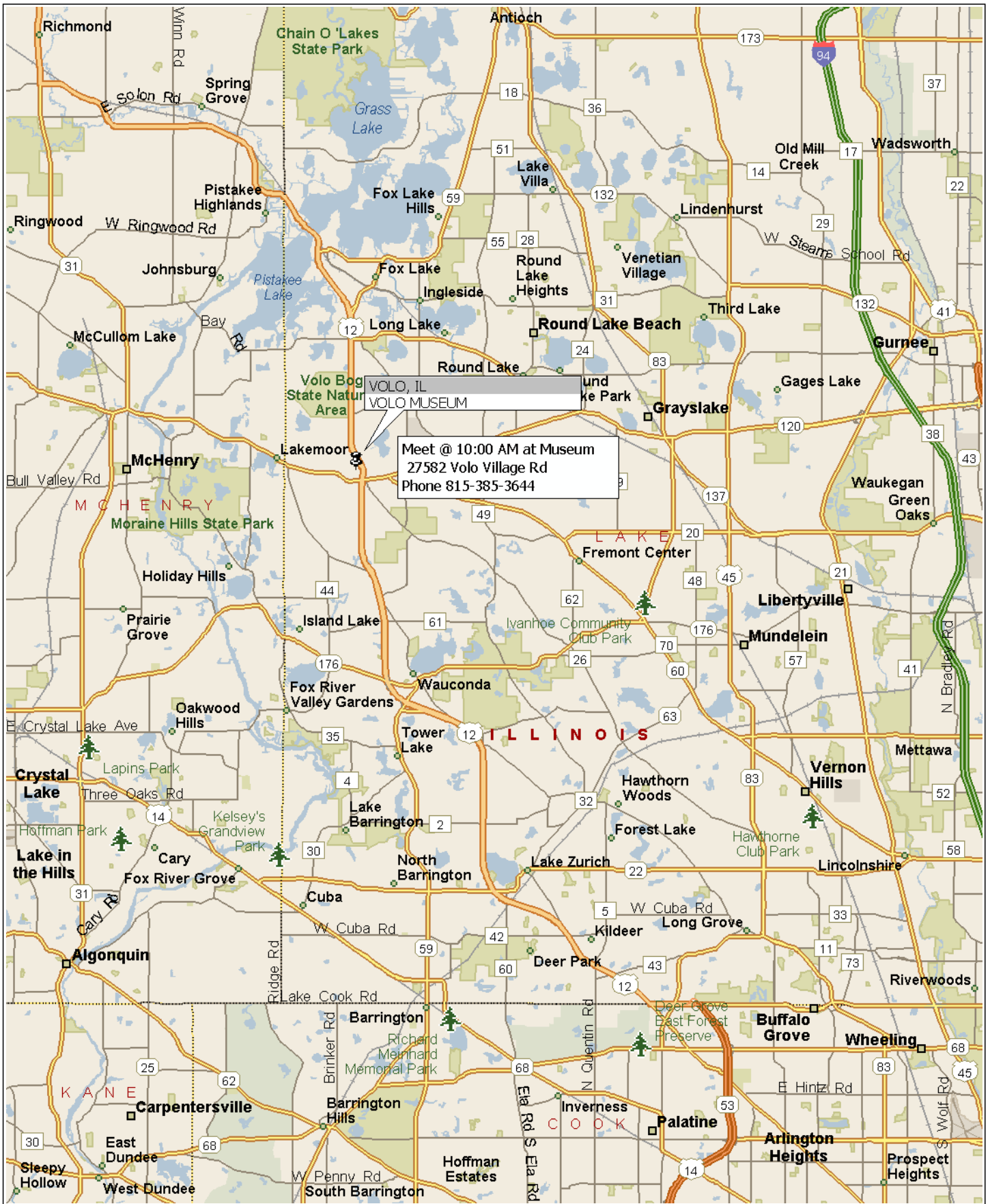
Join in the fun!

**Activity Contacts:**

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# Volo



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