

Featured Lincoln of the Month



Ronald Money's 1977 Mark V, "Ewing 1", at the Bob Bullock Museum, May, 2008. Story on page 3.

Lincoln Lingo

A publication of the
Lone Star Region

25th Anniversary, Since 1984

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Director's Message—Pat Corbett

Did you know that the Lone Star Region will celebrate it's 25th anniversary in August of this year. And, we have many things to celebrate.

The LCOC decided to combine the territory of Rio Grande Valley Region with Lone Star Region. We drew up a new Texas Regions Map, and with the approval of the other two Texas Regions, we have gained new territory and Lincolns. We welcome those LCOC members from the south and invite your participation in the Region's activities.

Our slogan for the year is "**Fun with Lincoln.**" Like so many of us, I drive my machine, work on my machine, and delight in succeeding with repairing something 40 years old. But, more importantly, I have discovered it is the fellowship with other members in dealing with these relics of the past that builds life long friendships. And, there are those "old guard" members from a past generation that instill in everyone they meet, what it really means to be associated in this club.

A prime example of this is my adventures last year at the 20th Anniversary, Salado Meet when I blew a brand new 1,500 PSI hydraulic line on Sunday morning in this town of 900. That will stir up your ulcer. But, our long time member, Don "Doc" Ellis came to my rescue, helped me patch the old bird together, and I flew home 50 miles away with no other incident. There were others also involved in the situation; Hank Henley who gave me a quart of Type F fluid, and Lana Hill who had Doc's phone number. Collectively, these members saved my life and Lincoln ownership dignity, so-to-speak, at a moment when I was walking around in circles.



Donald "Doc" Ellis with Newbie, Pat Corbett

That was the day that I realized the true value of LCOC membership; an intrinsic value that cannot be measured by a membership fee, or in a token trophy award and the cost associated with winning it. It is the people of this club at both the National and Regional levels that make it what it is.

I returned from Houston after attending the National Board meeting and Regions committee meeting. President Kramer offers to LCOC a new vision which in some ways parallels my motto of "Fun with Lincoln". The notion that seemed to be a common thread was to make this club more interactive with it's members. I cannot speak for National policy, but I can tell you his desire is for areas of the club that seem to lack luster will be polished to concours quality. One area getting polish is our web site. Dan Swartz will be leading the charge with modest funding and elbow grease to make the website more helpful to members and useful to all.

My goal and commitment to you this year is multi-fold: It is to generate an interaction within our membership, grounded in their passion for Lincoln, thru club events, publication of member's stories, technical support for anyone seeking it, and a network of communications.

This is your club and you get out of it what you put into it. I want to thank those that are on the Board of Managers and everyone else in our region that contributes to making our Region,

fun with Lincoln. Happy 25th!



Hank's Zephyr in front of a DC-3 at Hobby AP, Houston, Texas in 1991.

"My Lucky Day" By Hank Henley, Asst. Director

My admiration for the Zephyr goes back many years. As a nine year old boy some 69 years ago, I got my first ride in a 1940 Lincoln-Zephyr Club Coupe. It took me 50 years to become a proud owner of 1940 Zephyr Club Coupe.

My Uncle, who lived in Carthage Indiana (Population about 500), took my family to a nearby Wendell Willkie political rally in his Zephyr. (Willkie was running against Roosevelt for President.) You can imagine how impressed a 9 year old was with a 12 cylinders streamlined car when my parents owned a 6 cylinder 4 door Dodge.

I saw an advertisement in Hemmings about 1989 for a 1940 Zephyr Club Coup. It was owned by the late Earl Eberhart in Tulsa Oklahoma. The car was an older restoration in need of paint etc. I bought, drove and enjoyed the car about five years but not without several problems including an under dash electrical fire, vapor lock, overheating and a lot of "Blue Smoke". During this time I didn't show the car but was active in LZOC & LCOC.

In 1995 I decided I needed a full restoration. Not having the skill to do it myself, I contracted with a restoration shop in Houston to do the work. Typical of any restoration, my budget was blown, but over a year later the car was completed and I loaded it on a borrowed trailer and headed for GOF Central V at Petit Jean Mountain in Arkansas. I couldn't open the door of the car due to rails on the trailer so I had to climb out the window-rear end first which was recorded for posterity in the Blue Smoke.

All the hassle and expense seemed worth it when I received first place in my category. The next year I was fortunate enough to receive the Ford Trophy at the 1997 LCOC meet in Houston.

I no longer own this Zephyr, having traded it to Doug Mattix for a 1963 Continental convertible, but continue my membership in LZOC both central chapter and national club. Nubs Schactner now owns the Zephyr which he shows in both clubs. And, I still own and show my '63 Continental Convertible.



*Jock Ewing's
TV Show "Dallas"*

*Lincoln Mark V.
Story & Lincoln
by Ronald K. Money*

During May of 2008, the Texas Department of Transportation issued new regulations regarding the Transfer of Title of Automobiles. In order to promote these new Texas regulations, they put on a display at the Bob Bullock Museum in Austin, Texas, using the popular 1970's T.V. show "Dallas" as their theme during the week of May 12 - 17, 2008.

They wanted to use four of the cars used by the Ewing family during the "Dallas" show and made contact with me looking for a 1977-78 Lincoln Mark V. Their representative came out to see me and to look at my 1977 Mark V. He was satisfied that it looked well enough to show. I agreed to allow Texas DOT to take my Mark V for display in front of the Bob Bullock Museum. (See photo on page 1)

They placed the car on a large red carpet and changed the license plate to read "Ewing 1." to represent the Mark V that Jock Ewing drove and who played the father in the show. (See photo on front page) They also made an inscription for the car reading:

"Jock Ewing, Lincoln Mark V. - Ewing 1.

"Jock Ewing drove a silver 1978 Lincoln Mark V. The original car used in the television show now sits in the middle of the Lincoln and Longhorn clothing store at the South Fork Ranch.

This 1977 Lincoln Mark V. is on loan from Austin Car enthusiast Ronald Money."

In addition to my Lincoln Mark V, they were also looking for a Mercedes 300 SEL which was driven by the main character of the show, J.R. Ewing. Surprisingly, I also had a Mercedes 300 SEL which they also wanted to use in their display. It's license plate was changed to "Ewing 3" and the inscription read:

"During the earlier seasons of the "Dallas" show, J.R. Ewing drove the largest of the Mercedes sedans. While his sedans were hunter green or gold, this 1989 burgandy 300 SEL is the same color as the Cadillac Allante, which J.R. drove in some of the later seasons. We invite you to stand in for J.R. with that car in the lobby."



The Legendary Stage Coach Inn

Contributed by Charlotte Henley, actual author unknown.

*Salado, Texas will be the site
2009 Mid-America National Meet,
April 23rd - 26th. 2009
To stay at the historic Stagecoach Inn call
800-732-8994*

Established in the early 1850's as the Shady Villa Hotel, the Stagecoach Inn has flourished in the past four decades as one of Texas' most popular restaurants. In the earlier days most of the north and south travel across Texas was routed through Salado and many persons found food and rest at the Villa. Sam Houston slept there and made an anti-secession speech from the balcony. General George Custer was a guest shortly after the Civil War, and many noted names appeared on the register of the Inn that was stolen in 1944 and never recovered.

The Inn was restored in the early 1940's by Mr. and Mrs. Dion Van Bibber. Mrs. Van created and prepared the famous recipes for the original restaurant and her old fashioned dishes are served to this very day. Mr. Van also had a hand in the business and hosted hungry, trail weary guests with his old world charm. Back in the day, the waitresses of the time would recite the days' menu by memory. If you dine in there today you will find that the current waitresses still recite the menu by memory as was done back then, when whatever was in the kitchen was the bill of fare for the day. It is a very pleasant and nostalgic touch, you will agree! The stagecoach in restaurant is open to non hotel guests and boasts a reputable menu of mouth watering fair. Not only is their staff warm and welcoming, we were pleasantly surprised that this historic restaurant is family friendly as well! When we visited our baby boy was only fifteen days old and our waitress simply insisted that she cuddle and hold him while we enjoyed our desserts. One thing is for sure, when you visit this beautiful, antique restaurant you are certain to feel and be treated as though you were one of the family. With the construction of Interstate 35 in the mid-50's, the management recognized it was losing a lot of drop-in trade that formerly went through on Main Street. Knowing that something needed to be done in order to save the business, W.E. Bratton of California, nephew of Mrs. Van Bibber, assumed the ownership of the restaurant and directed the construction of the motel which has had a high occupancy rate from the beginning. When the Van Bibbers chose to retire, Geneva Aiken took over as hostess and assistant manager of the complex. The updated complex has modern convention facilities, swimming pool and tennis courts.



The Salado, All-Texas Classic, is a 20 year tradition. Join us next year for the fun, frivolity, and fellowship with that Lincoln love of your life.

“The Salado Scoop”

As told to Pat Corbett by Glenn Kramer

Mysteries and innuendo abound regarding the activities for the retooled Salado Meet. The gossip is as intriguing as the difference between the 1960 and 1961 Lincoln Continental. Being converted to a National Meet swoons the weak of heart and those with more metal in the garage than their courage. But, do not fear, Kramer is here. It is most important to know that our new President, Glenn Kramer, has entered into office with a specific goal in mind. In many ways, it parallels our Regional motto of “Fun with Lincoln”. Kramer wants to bring back the fun of meets, and encourage all Lincoln members to enter their car.

Basically, Salado will follow this proposed program. Thursday, April 23rd, those traveling with trailers will likely show up. There will be a welcoming bar and “Happy Hour” around the pool. On Friday, April 24th, there will be mechanical judging. Although I do not have details of this protocol, I suggest that if you enter a car for judging, go early Friday, check in, find the Chief Judge, and get oriented. There are plans for a driving tour, details forthcoming. That evening, Lone Star Region is hosting thru the good will and efforts of Donald “Doc” Ellis, a Bar-B-Que dinner and open bar at the City Garage, his eclectic, period showroom and shop just north of the Stagecoach inn on the frontage road of IH-35. North Texas also participates in this event. Then on Saturday, April 25th, we place our cars on the judging field by 1000 hours, the classes are judged, and that evening, the usual dinner and National awards presentations. There will be a hospitality suite open also. This is the weekend on a bumper sticker.

So, what do you need to do to enter. First, open your 2008 Directory, or go on-line to LCOC and read the National Meet Concours Rules (Page 21 in Directory). Also keep in mind you can enter a car for Exhibition without having it judged. We want you to bring your Lincoln regardless of it’s condition or your desire to fuss with prepping a car for judging. Before you enter your car for judging, you need to identify a Class to enter it in. Jeanne Talbourdet, the Chief Judge, suggested the Primary Class is probably best for most cars, since the limitation on model years segregates cars during a period, giving each car a better position to win an award. Unless you have a premium quality Lincoln, the Senior Class is probably not the category for the masses. Remember, there are Lincoln owners that only roll out their cars for a show. Most of us do not compete with them. AND, if you read the rules, the rules are for the masses. LCOC WANTS you to drive your car and any dirt accumulated from the trip is to be ignored. So, don’t get the idea that just because a few “Trailer Queens” will sit prominently for a few hours exposed to daylight among the general population of plebian driver Lincolns, that you have no reason to enter. My ‘69 Sedan could actually get an honorable mention, because everything works, it is all original, including the creases in the driver’s side leather, and, I will drive it to Salado.

The judging rules are clear. The notion behind the rule is to present a car that is as much a factory delivered vehicle as you can make it. In other words, it should be mechanically sound, not painted some god-awful color from “Paint-Express”, and not spewing body fluids all over the judge and the parking lot. Also, the judging affords the opportunity to learn a few things that will help you do better at the next meet. It is a process of growing, not execution. For instance, the rule admonishes the judge for taking off 3 points for a less than original engine bay, as NO engine at all would only deduct 5 points. In other words, the rule is designed to begin the car at 100 points and be fair and reasonable for any deductions given.

Next, review your vehicle from a mechanical judging sheet and verify mechanical and electrical operation. This is a good thing to do anyway, before you set out on a road trip of any distance. Fix the little things, and the big things. Get your better half or a neighbor to help you check tail and brake lights. Considering that we here in Texas do not have many of these cars inspected, we must take that responsibility upon ourselves to be good stewards of the car and safe drivers on the open road.

The bottom line is this; Enter your car whether it be for Exhibition or Judging. The meet is for fellowship, not counting the stitches per inch in your new upholstery. I purchased the Authenticity Manual for my ‘69, and I have to say, it was well worth the investment. And it is good reading. It is a great asset to refurbishing a vehicle in which most of the mechanics that worked on them are already retired. The manual will also guide you to excellence in restoration. Some things, like Ford hose clamps, I personally ignore for practical reasons, because functionality is more important to me than a point deduction for such. But if you want to strive for the stars, then by all means follow that detail. The main thing is to have Fun with your Lincoln, grow from the restoration process, and make lifelong friends you will cherish for many years. I have.

See YOU and your Lincoln in Salado. Make that reservation now!

Lone Star Region-2009 Roster of Events

February, Sunday, the 15th, 2:00 PM

Blanco Uptown Restaurant; A historic dining facility in a historic hill country setting. If you have not purred along hill country highways in your Lincoln at or above the speed limit, you have not experienced the Lincoln for what it was designed for. http://www.blancochamber.com/d/5321804_25508.htm

March, Sunday, the 15, 2:00 PM

The Saltlick, Driftwood, Tx; We return for a table full of BBQ and topped off with a cobbler that by any standard is more food than any human should be allowed to consume. We are just lucky to have the right car for hauling us away. <http://www.saltlickbbq.com/>

April, Thursday thru Sunday, the 23rd - 26th

Salado, Mid-America National Meet; The traditional 20 year Salado meet many of you have attended in past years is dressing up this year with National judging. More to come as details unfold. So, start waxing now. <http://www.touringtexas.com/stage/>

May, Sunday the 17th, 2:00 PM

Canoli Joes, Austin; Although I had my doubts initially, this place turned out to be a great restaurant and meeting place. The food line is exquisite and only limited by the number of times you can get up from the table and get a new plate. We met in the parking lot afterwards and talked Lincoln for over an hour. Our own George Thorne reminded me of a New York Sidewalk Watch Salesman as he pulled steering wheels out of his trunk in an effort to assist Don Farrish in his restoration and repair efforts. <http://www.cannolijoes.com/>

June, Sunday the 21st, 2:00 PM

Huisache Grill, New Braunfels; A repeat performance as this place is four star. Pronounced "We-sach", the food and setting are delightful. <http://www.huisache.com/>

July, Sunday the 9th, 2:00 PM

Stonewerks, at the Vineyard, San Antonio; Another fine setting for Lincoln enthusiasts, good wine, good food, good fellowship. <http://www.stonewerks.com/>

August, Sunday the 16th, 2:00 PM *25th Anniversary Celebration*

Hank and Charlotte Henley's, Canyon Lake; Our annual cook-out with Hank flipping dead cows and Charlotte dispensing tall boys. Hank's Place on Canyon Lake is literally a pastoral setting (when there is water in the lake), but none-the-less, the fellowship and enjoyment of the drive thru scenic hills is the icing on the cake. <http://canyonlakechamber.com/>

September TBA;

Rosanky Car Museum <http://ctmah.org/>

Alzafar Shrine Temple Car Show, San Antonio;

We are looking into two good possibilities this month. A drive to Rosanky and tour the classic car museum will make a fine drive and the museum is world class. Also, we are considering the Alzafar Shrine Temple Car Show to enter our cars and support a worthy cause. When we have details we will get them out to you. Depending on dates, we may do both. Never, Too Much Fun with Lincoln.

October, Friday thru Sunday, the 16th - 18th

Texas Regional Fall Classic; This developing Texas tradition will be held in Fredericksburg this year. Lana is putting together the details and we will get them out as it unfolds. This is one town you don't want to miss. <http://www.fbqtx.org/>

November: Nothing scheduled to date; This month is traditionally not set for any particular activity due to Thanksgiving week.

December, Sunday the 6th;

Christmas Party and Annual Board Meeting; Joe & Karen Freys in San Antonio; Joe and Karen have been gracious hosts for this annual event. Karen prepares a wonderful meal and the fellowship is what the LCOC is all about.

Technical Assistance and Words of Encouragement

Don't be stranded with a blown radiator hose or bad alternator.

If you do split a radiator or heater hose, first let the car cool down before attempting any repair. Once the radiator is cool enough to the touch, remove the radiator cap. Hopefully, you have identified the location of the leak. Clean the hose as best you can with rags and alcohol. Basically, remove any oil or grease present. Wrap the hose with electrical or duct tape to seal the split as best you can. Now add clear water to the radiator and fill the system to the cold line on the radiator manifold cover. **DO NOT** put the radiator cap back tight, as this will allow pressure to build up and push by your "band-aid" tape repair. Just place it in the port and secure it to so it is stable.

Now start the engine and let the thermostat permit some circulation. Add some water if necessary. **TURN OFF** the A/C and **Turn ON** the HEATER, even if it is summer, as this will add cooling for the engine. You can sweat, the engine cannot. Have a safe place destination in mind, drive straight there at reasonable slow speed. Do not pass go, do not collect \$100.

It is documented that you can drive over 100 mile like this, stopping occasionally to check fluid level. When you do stop, **DO NOT** shut down the engine as residual heat will produce steam in the block and blow water out of the radiator cap opening. This could be a scald hazard, so just use common sense and good judgment, and you will probably get home, or at least to your friendly neighborhood mechanic.

When an alternator fails, especially if you have been driving, even for a short period, your battery should have a pretty good charge. If that alternator light comes on, don't panic! Shut down electrical accessories, A/C-Heater, Radio, dim your headlights, and keep driving to a rescue location. You might get 20-30 minutes with headlights on, 2-4 hours plus with parking lights, but can drive maybe 10-15 hours with zero lights on--as long as you don't kill the engine and attempt to restart. The engine will run it's ignition system on as little as 6 volts, so even with weak headlights, the engine will fire and get you just that much closer to home. As they say, run her till she drops.

First Aid Kit: After I blew a hydraulic hose 50 miles from home, I learned a valuable lesson; take spare parts and stuff. So, I built a Lincoln First-Aid Kit which includes two gallons of fresh water. Take lamps, iron wire, tape, hose clamps, screws, nuts, a multi-meter, rags, a reasonable compliment of tools that fit your engine, the old worn set of belts, and anything that just seems reasonable that might get you out of a fix. In other words, "***Don't leave home without it!***" Take a quart of Type F fluid or whatever fits your car, a quart or two of oil, and hand cleaner.

Contributors: Carroll Brown & Pat Corbett

This publication is a product of the LCOC, Lone Star Region, for the purpose of supporting it's members. We encourage members to contribute to the Newsletter stories, anecdotes, pictures, and any thing that would promote the fellowship and enjoyment for it's members. We hope to encourage participation in club events and the sharing of knowledge gained through the ownership, preservation, and maintenance of our Lincolns.

We will be pleased to provide a page for Cars for Sale or Cars or Parts Wanted including your picture, free to LCOC members. After we get this Newsletter off the ground, we may offer to our "Friends of Lincoln" that offer automotive services, an advertising section to promote their trade and specialties, at a nominal fee.

I am looking for a person to take over the newsletter production. I have never done this before, but, using Microsoft Publisher for the first time, I managed to do so in relatively short order. The key is obtaining contributions from members like you. I hope you enjoyed this new attempt at such a publication, and will be willing to share your Life with Lincoln with the others in the Region.

Pat Corbett, Lone Star Region Director