

Featured Lincoln of the Month



James Wiemann's Jackie Gleason 1963 Convertible at Mid-America National Meet—Salado. Story on page 2.

Lincoln Lingo

A publication of the
Lone Star Region

25th Anniversary, Since 1984

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Fun with Lincoln. Happy 25th!

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Director's Message—Pat Corbett

The highlight of this quarter is probably without debate, the Mid-America National Meet held in Salado, Texas this last April. For me, it was a first, although it was the third LCOG meet in my life. And a memorable one at that.

For those Texans that attend the twenty year traditional Salado Regional Meet every year, it was just another Salado with a twist and turbo-boost. National judging standards, an extra day for early arrivals from afar, and two long tables filled with silver, certainly raised the bar for competition, but from my perspective, it was the same friendly Salado of a year ago.

The Houston Gulf Coast Region sponsored and flawlessly assembled the entire event and supplied a motorized lubrication wagon to keep everyone well healed to eliminate any squealing or otherwise gnashing of teeth. Donald "Doc" Ellis offered up the traditional hospitality on Friday night at his City Garage for some great Texas Bar-B-Que and fellowship, allowing everyone to drink sufficiently to quell any fears of threatening thunderstorms, and tell their latest stories of vintage Lincoln ownership. I have to admit, some of my favorite folks came down from Minnesota. Those people from Lake Wobegon are just like Garrison Keillor describes (meant as a compliment) and they have some beautiful rides.

Salado was again, a learning experience. With National judging we had a great compliment of well experienced judges. These guys bring new meaning to the art. It was also an opportunity to do a bumper-to-bumper on my 69 to make sure she would fair well in the mechanicals. During the process I found some things needing attention. Fairness would be an understatement. I specifically asked Steve D'Ambrosia, a seasoned veteran judge, to "pick" my engine apart so I could determine what I could afford to do in future restoration efforts. He gave me a laundry list of little things and some not so-little things. So, with my tail between my legs, I sauntered off to my chair while the judges eyeballed her like three old men at a topless beach. At the end of the day, she took a First in her Primary Class and a Lincoln trophy to boot. Go figure! These guys give new meaning to fair.

In fact, several Lone Star Region members walked away with awards. I want to thank everyone that participated and entered their car. It made for a wonderful showing of vintage Lincolns. See you in Salado in 2010!!

Hank and Charlotte Henley—Canyon Lake

Black 63 Convertible—First Place & Best Touring Original

Jim and Charlene Meyer—Llano

Maroon 60 Mark V Landau—Second Place

Carroll and Carol Brown—San Antonio

White 79 Continental—3rd Place

Blue 79 Continental—First Place & Ruth Erwin, Best of Show

Lincoln of the Month

Contributed by
James Wiemann



Touring the Lake Travis Area

I'd like to share some history on my 1963 Lincoln Continental Convertible. It's been a fun and interesting journey so far, and I'm sure more insightful and exciting times are ahead. I've always had an appreciation for classic and historic things, like a 10,000 year old spear point, or an antique car. I think back to when these items were first used and try to imagine how life was back then. It's pretty incredible how different life is today, and how it will be years from now. My wife tells me I'm an "old soul", but I just feel the need to appreciate these amazing reminders of the past. One of these things I've come to really love is the red Lincoln I bought a couple of years ago after deciding life is too short to miss an opportunity to own a car as great as a slab-side Continental Convertible.

I first got a feel for these cool cars while taking a ride in my friend John's fire engine red '64 convertible about 4 or 5 years ago, but had no idea I'd be fortunate

enough to drive my own one day. I started to learn more about the early Continentals after hearing John was thinking of selling his black '63 and thought I ought to buy it from him. Just as I was convinced that the '63 was the best year for me to own, he changed his mind and decided to keep the '63 and sell his red '64, instead. By this time, I had been bitten by the Lincoln bug and decided I was going to find one I could afford. I planned to make it my project over the next few years as I had the time and money to work on it. After a lot of looking online and driving all over to see cars for sale, I ended up with a blue '64 project car and an awesome red '63 that just needed the AC system repaired, all in the same week.

I learned that this car was purportedly owned by Jackie Gleason and received the attached letter describing the alleged history as best it is known. Kristin nicknamed it "The Sweet Tomato", and as Mr. Gleason liked to say – "*how sweet it is*"! My intention is to try and track down the history of this car to trace its lineage all the way back to the original owner, if possible. It would be a great compliment to the car to know that a great celebrity personality like Mr. Gleason had chosen it for his personal transportation when he had the means to buy most any car he desired. I'm also looking for any advice on how I might go about digging deeper into the ownership history of this car, if anyone has suggestions.

St. Gabriel Laboratories
EPA Establishment 63191
Forensic Division
14044 Linchfield Drive
Orange, VA 22960
Tel 540 673-0868

February 3, 2007

Mr. Richard Rawlings
329 Matheson Ct.
Coppell, Texas
75019 Tel: 972 741 3589

RE: 1963 Lincoln Convertible History of said Jackie Gleason ownership

Dear Mr. Rawlings,

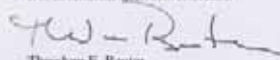
Please be advised I purchased the 1963 Lincoln convertible about ten years ago from a dairy farmer in Dekalb, Illinois. He had a home in Florida and purchased the car in the 1970 s, according to his son, either directly from Jackie Gleason, or, from a Florida Lincoln dealership that he said took the car in trade from Gleason.

The dairy farmer brought it to his farm in Illinois where it was stored in a warm garage until he died in 1998. The son, the executor for the dairy farmer, advertised it for sale a month later and I bought the Lincoln from him.

The car has been kept by St. Gabriel Laboratories in our heated warehouse since that time and only used once a year or so for parades.

Regards,

ST. GABRIEL LABORATORIES


Theodore E. Reuter
Director
TR/vst
cc:

In more recent history, my car was featured on the covers of Tejano Music Hall of Fame inductee Ruben Ramos' album "Christmas Cool". I was having mechanic Tony Espinosa go over the AC system in the car to get it up and running and convert to R134, when his neighbor Jimmy Shortell saw the car and came over to check it out. It turned out that Jimmy was Mr. Ramos' producer for the album, and thought it would be great to have the car as the cover art. They gave me a call, and before you know it, we were down at Zilker Park in the heat of the summer, shooting the cover with Ruben and his band for their upcoming album. The Band members were stoked to have the car there and were a lot of fun to hang out with. What an exciting experience watching all the photography in the studio and in the car, and what a great way to create some new history for the car here in Texas, with a music legend like Ruben.



Album Cover Featuring the 63 Convertible

(an amazing vocal performance to the "Christmas Time is Here" arranged by us took time off from arranging and "The Mormon Tabernacle others) to grace us with this arrange- beautiful grand piano on this cut, conducted a cameo vocal harmony appearance The Legendary "Johnny Dee and the very cool '50's setting to "I'll Be Home for Christmas" by Dickie. It was just on "The Three Drummers on this album

Special thanks to James and Warren Wiemann for the 1963 Lincoln Convertible on the cover. Thanks to Tony Espinosa for contact info on the car and for keeping it running great!

Thanks to band directors, Mr. Gundersen, Mr. Atkinson and Mr. Polk at Hendrickson High School in Pflugerville, ISD for the loan of the jingle bells! Go Hawk Band!

To our families for putting up with the long days and nights it takes to produce this caliber of work!



Credits Sheet Thanking James for the use of the Car

My wife and I have enjoyed nearly every minute we've had with the car, since day one (except for some of the brake work that really tried my nerves). We recently used it in our wedding to the delight of all our friends and family. Kristin's father drove her and her bridesmaids up in the car before they walked up the aisle, and we made our grand exit in the Sweet Tomato, as well. What a beautiful day, a beautiful bride, and a beautiful car.

I hope you have as much fun with your Lincoln as we have with ours!!!
We hope to see you on the road or in a parking lot soon.



James and Kristin Wiemann - May 9th, 2009

Out of the Weeds

'48 Continental—Restoration or Parts Car

Contributed by Dan O'Donnell

Editor's note: The following story is a story of resurrection, not necessarily restoration, so it is not for the weak in heart or faint of spirit. These are the stories that can only encourage and inspire.



“IN THE WEEDS”

I bought the car in 1960. It was already thrashed – how else could a kid just out of high school making minimum wage afford a 1948 Lincoln Continental? But it ran and I drove it every day. When I went away to college in 1961 though, the Continental was not road-worthy for long distance trips so I drove other cars during my college career. The Continental sat in the garage.

In 1965 I sold the car to a college friend, a fellow named Dennis, who said he wanted to restore it. He and I kept in touch through the years and I kept telling him when he was ready to sell it I was ready to buy the car back and to let me know. Christmas 07 he let me know. Last February I went to visit him and take a look at the car. It had been out in the New Mexico weather for nearly 30 years, first in his front

yard in Tularosa and then for the last 20 years or so in a junkyard in Alamogordo. Now conventional wisdom says that the desert is kind to cars. Maybe so compared to Vermont or Illinois, but the sun and occasional rain still rust exposed steel. The tires were flat, the car was sitting flat on the ground and the interior was piled full of spare parts and rat poo. There was lots of rust. The trunk weatherstrip channel was nearly gone, the front floor and trunk floors were gone, every body to fender joint was rusted, the rocker panels were gone. But the car was essentially complete. Everything would require restoration but most of it was all there. We discussed price, made a deal and agreed that I would return in the summer to pick the car up.

In July I returned to Alamogordo towing a new car trailer. Dennis and I went through the parts stored inside the car, separating out those that went with the Continental and those that went with other cars in the junkyard. We left the rat droppings for later. Surprisingly there were no snakes or rats present. Dennis had a stock of junk tires and we found four that would hold air, mounted them on some old rims, jacked up the car and got the tires on. Using his four wheel drive, my pickup, cables and tow straps, we dragged an Edsel and a Nash Rambler out of the way and pulled the Continental out of the weeds and onto the junkyard road.



“PILED HIGH”

Story continued on Page 5



“On its own wheels for the first time in years.”

For the first time in years the car was off the ground and on its own wheels. We loaded the car on my car hauler, strapped it down, chocked the wheels, adjusted the electric brakes and I was good to go. The drive back to Austin was a bit slower than the drive out; wherever I stopped someone wondered what I was hauling and wanted to talk. Except for gas mileage the trip went smoothly.

Once back at home, cleaning out the parts and rat droppings was the first item on the agenda. Two 42 gallon trash bags later, the interior was cleaned out enough to work on removing seats, upholstery and headliner.

While the car was still on the trailer I hauled it around to talk to restoration shops. Everyone agreed that media blasting needed to be the first step, followed immediately by epoxy primer to prevent further rusting. Only then could the full extent of rust repair be seen. Before media blasting the car would have to be torn down to just metal and dismantled into as many pieces as could be removed. Everything – upholstery, glass, chrome, wiring, brake system, engine, dash instruments, everything – would have to be removed, leaving only a rolling chassis. I couldn't afford to pay someone to do the teardown, so I was nominated by default.

The car filled one bay of the garage and it was clear that I would need to move it around to get at all the places I needed to tear down the car. Wheel dollies were the answer; it is amazing how easy it is to move around a two ton car on wheel dollies. And then the work began. Sixty years after it was assembled, mostly by hand, and after 30 years in the New Mexico weather, everything that wasn't rusted through was rusted together. Penetrating oil, brute force, heat, cold and a die grinder took care of most of the bolts, but some just broke off. Drilling and re-tapping has taken care of them. For the most part the car is put together simply – you can see how it is fastened together and you can get to most of the bolts and screws. Right now the teardown continues with next fall the most likely timing for media blasting and primer. The decision on restoring or parting out the car will have to wait until it is blasted and primed. At that point, restoration cost can be estimated well enough to guide that decision. Until then, who knows?



“Loaded up”



“Tear Down”

MEMBERSHIP

The Lone Star Region welcomes several new members to the family, including the people that own the Lincolns. Let me introduce them if you have not had the pleasure of meeting them.

James Heil: James lives up in LaVernia and is a collector/mechanic at heart. Currently he has a 72 Continental for sale. He has driven this car to several of our events, so it is quite road worthy

Gail and Evelyn Remy: Gail and Evelyn live up Georgetown way and have just purchased a 64 Sedan. Gail could use some advice on an electrical issue. I bet between the bunch of us, we can get him on the road.

James and Kristin Wiemann: James and Kristin were recently married on May 9th. James brings his Jackie Gleason '63 convertible into the club. See Featured Car of the Month. Now we have two celebrities to rub elbows with!!

Doug and Kathy Lougheed: Doug is the owner of Crestview Motor Homes and has a stable of 24 classic cars, including the maroon '41 Lincoln Continental Zephyr which was on display Saturday at the Salado Meet. This car is about to begin a complete paint and convertible top restoration. Our club toured his showroom last year. Gene Green is his mechanic and car handler, who some of you have met.

Rev. Paul and Mary Worley: Paul and Mary own a vintage 2008 MKZ with Paul being a collector at heart, loving the late '40s and mid-'50s Continentals.

Do you see a vintage Lincoln prowling the streets of you community? If you do, try to contact the owner and invite him to join our family. I handed out my Lone Star business card to several of you at the last meeting to put behind windshields or give directly to people that might be interested in having fun with Lincoln. If anyone else would like some of these cards, let me know and we will

Lincoln Sightings

If you receive KEYE 42-2, the Austin based Retro Channel, and enjoy an Alfred Hitchcock presentation, you will frequently see on the Alfred Hitchcock Hour, early sixties Lincolns. Ford Motor Co. was a sponsor of Hitchcock in the 50's and 60's, however, it was not until the hour long episodes in the 60's that the Continental seemed to begin appearing. The Ford convertibles and sedans abound in these episodes with the Continental used with more affluent players. Even my kids are now enjoying the show, and piping up when they spot a Lincoln. A truly prestigious auto paired with a truly prestigious author and film producer. They don't make either of them like that anymore.

CLASSIFIED ADS



1994 Lincoln Mark VIII

This is a local Central Texas car with absolutely NO rust. JBL Audio with CD player.

Four new tires with less than 100 miles.

Strong 4.6L, DOHC 32 valve V8 with rebuilt transmission.

Stored indoors for over a year. Not currently registered.

Needs some TLC and I already have too many projects.

VIN: 1LNLM91VXRY719072

108k miles

\$2000.00 / offer

Additional photos available.

Phil Knapp

kcd@texas.net Phone: (512) 818-3884



Classified Ads cont.



1986 DaBryan Coach Limousine; Custom 60 inch stretch – plus 6, with remote dispenser wet bar, Sony TV with VCR, cell phone, intercom, added stainless ice buckets, rear CD/FM stereo, Rear Climate Control, dimmable cabin lights, matching pillows, and best of all, original shag carpet. The car is equipped with original crystal drink glasses and decanters. I found this car in a field near San Marcos sharing space with Nacho the bull and his harem. The owner agreed to drive the car to my house where it is under wraps and out of Nacho’s reach. I personally went thru the electrical and mechanicals and find the car in good condition, needing the usual amount of TLC to make everything work as desired. Mostly cleaning and detailing interior. The exterior will require a new padded vinyl roof and paint. However, no water leaks and gaskets are good. Chrome is excellent. Tires good enough for travel. I start and run the car regularly. Da Bryan still maintains the records on this car.

This car is purported to have belonged to Walt Garrison of the Dallas Cowboys. We are currently running down that story to assure the car’s pedigree. Currently un-licensed or inspected. Grace wants to sell the car to someone that will appreciate it and take care of it. I can believe the car was owned by Garrison as this is a real party machine, and he loved to party. Talk about ***Fun with Lincoln!*** If you have an interest in this little gem, contact me, and we can discuss. Pat Corbett, 512 444-4565 or pcorbett@austin.rr.com



“Drinks anyone?”



“Cockpit, ready for take-off”



“More circuit breakers than a 747”



“A sweet ride”



“Anyone up to watching “Dallas”

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 28th, 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 19th, 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.

Any opinions expressed herein by the members are theirs, and no apologies are made, because we realize that to own a vintage Lincoln, one develops strong opinions, and we are damn proud of it. So, if you have been offended, go buy a Chevy.

We are pleased to provide a page for Classified Ads including a picture, free to LCOC members. We also offer to our "Friends of Lincoln", offering automotive services, an advertising section to promote their trade and specialties, at a nominal fee. Their advertisement illustrated in this publication is not an endorsement of their services. You will have to talk to their customers for that.

I hope you enjoyed this publication, and will be willing to share your *Fun with Lincoln* with the others in the Region.

Pat Corbett, Lone Star Region Director and Newsletter Editor