



LINCOLN LINK

Newsletter of the MidWest Region of the Lincoln & Continental Owners Club

MESSAGE FROM THE RETIRING MIDWEST REGION DIRECTOR

Hi Guys and Gals

This is your lucky day, the last message you will have to read from this Director. It's been fun, lots of work, but now it is time to retire and let the young ones carry on.



John Lower

We have had two meetings since our last newsletter, one in Nebraska and one in St. Charles, MO. (St. Louis Area). Brian and Dan put together another great show in Nebraska. See their Nebraska Meet Story elsewhere in this issue. Joanne put together our Annual Meeting and Holiday Meeting on short notice, after numerous members wanted it moved up a week earlier to avoid Thanksgiving week and get it closer to the core area of our region. Thanks to all for their dedication.

At our Annual Meeting several officers were elected to replace outgoing ones. The new officers for 2008 are as follows:

Joanne Lower, Region Director, Bruce Wilson, Assistant Director, Jerry Seibert, Treasurer, Pete Dapkus, Secretary, Dorothy Dapkus, Assistant Secretary, John Lower, Membership Director. Joanne Lower and Robert Murphy will handle the Lincoln Link and Tim Wilson will be the Publisher. Bruce Wilson will again handle our Bi Annual Directory.

Gary Sailor, Jerry Seibert, Dan Brown and Brian Gardner were appointed to the Activities Committee. By popular request we will be returning to Branson for our Annual Meeting and Holiday Party in 2008.

I was honored and pleased to be awarded Member of the Year by vote of the Board. It was noted that I have not missed a regional meeting since the MidWest Region was founded ten years ago.

MIDWEST REGION OFFICERS

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Dorothy Dapkus
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Joanne Lower
Membership Director
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Joanne Lower
Robert Murphy
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Tim Wilson, Publisher

BOARD OF MANAGERS

Dan Bahan - 2009
Peter Dapkus, Jr. - 2009
Mark Lauders - 2008
Joanne M. Lower - 2007
John L. Lower - 2009
Robert Parker - 2007
Gary Sailor - 2008
Jerry Seibert - 2008
Bruce Wilson - 2007



Darren Klingler - 74 Continental

The Region now has 85 members which is down slightly from last year. We have three new members since our last Lincoln Link: Steven and Katie Amant from Ellisville, Missouri and their 1998 Mark VIII. We were pleased to see Steven and Katie at the Mid America Meet at Itasca in September. Dr. Brett and Dia Taylor from Wildwood , Missouri and their 1966 Lincoln Continental Convertible. Mervin and JoAnn Dodson rejoined after the Nebraska Meeting. The Dodson's live as far west as you can go in Nebraska. Wish he lived closer as he has a beautiful collection of seven Lincolns and many other beautiful cars. Welcome Aboard Everyone!!



Jerry Flanary - 92 Town Car

Our members won the following National awards at the National Meets in 2007: Chris Payne of Philo, Illinois received her Emeritus Award on a 1993 Lincoln Mark VIII at the Eastern Meet in Philadelphia. We had a good representation at the Mid America Meet in Itasca and had several MidWest Region winners (please forgive me if I miss anyone) Tom Payne - 1st Place Primary on a 1966 Continental Coupe; Jerry Seibert - 1st place on a 1970 Continental Mark III, Darrien Klingler -1st Place primary on a 1974 Continental Sedan; Daniel Kreutzer - 2nd place Primary on a 1978 Continental Mark V; John and Joanne Lower 1st Place Primary on a 1978 Mark V; Jack and Marilyn Fletcher - 1st Place Primary on a 1996 Lincoln Town Car. Jack and Marilyn also won a 1st Place Senior on a 1971 Continental Sedan; Jerry Flanary won a 1st Place Senior on a 1992 Lincoln Town Car. Now for the big trophies: The following MidWest members won Lincoln Trophies- - Jerry Seibert - 1970 Continental Mark III, Tom Payne- 1966 Continental Coupe, John & Joanne Lower - 1978 Continental Mark V. The Douglas Mattix Trophy went to Jerry Flanary - 1992 Lincoln Town Car. Emeritus Awards - Chris Payne - 1993 Continental Mark VIII, Jerry Seibert 1971 Continental Mark III. Congratulations to all winners!!!



Jerry Seibert's - 70 Mark III



Marilyn Fletcher - 96 Town Car

As retiring Director of the MidWest Region I wish each and everyone a very blessed Christmas and a Happy New Year. Hope to see each and everyone of you and your Lincolns in 2008.

Continentially yours,

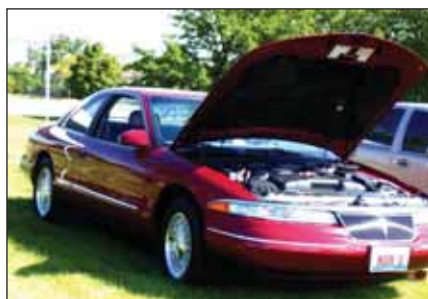
John
John



Hearse at Itaska Meet



Lower's - 78 Mark V



Chris Payne's Mark VIII



Daniel Kreutzer - 78 Mark V

ANNUAL MEETING & HOLIDAY PARTY



Defense Attorney hearing testimony from Gary



Paul & Peggy Branham at dinner playhouse



Bruce Wilson with John & Joanne's granddaughter Jessica



Bob Peuce as Kris Kringle



Dan being questioned by prosecutor on Murder on 34th Street



Gary & Jodi Sailor at Bissell Mansion



Retiring director at News Boy at the Playhouse



Paul being grilled by defense attorney at Trial of Kris Kirngle



Robert Peuce and Barbara at Dinner



10th Anniversary of MidWest Region



Mark Luaders, Dan & Rita Bahan, Karen Cambron

DICK LEVI COLLECTION - SPRINGFIELD, ILLINOIS



Corvettes!!!!



Model A's & T's



???????????????



Harley's

Classifieds

If you or someone you know has a Lincoln or parts for sale, or are looking for a Lincoln or parts, please call John Lower to place a free ad in our newsletter.



FOR SALE - 1948 Lincoln Continental two-door sedan, black with bur-gundy leather interior. Rebuilt V-12, runs and drives well, 3 speed manual transmissions (overdrive currently not operable), power windows. For other information or more pictures email dennise@combar.com or call Dennis Ehmke at 636-939-5956 MO

FOR SALE - Two Show Ready Lincolns - 1977 Williamsburg Town Car - 1687 Original Miles (not a mis-print) Incredible original survivor car - best offer. 1979 Town Coupe - 65,331 original Miles (that look more like 6,531 miles). Has been meticulously maintained in the 21 years I've owned it. Best offer. Please call owner Fred Carlson evenings and weekends or leave a message at (785) 539-1893.



FOR SALE

1981 Lincoln/Mark VI - Electrical & Vacuum Trouble Shooting Manual

1981 Car Shop Manual - Body Chassis, Electrical - Lincoln Continental Mark VI, Ford, Mercury

1981 Car Shop Manual - Pre Delivery, Maintenance, Lubrication Ford, All car Models except Escort, Lynx

1981 Car Shop Manual - Powertrain - Ford - All car models except Escort, Lynx

1981 Car/Truck Shop Manual - Engine/Emissions Diagnosis - All car models and truck series

Call Dan Bahan - (217) 245-2209

LCOC MIDWEST REGION GATHERS IN NEBRASKA

Several members of the Midwest Region of the LCOC gathered in Grand Island, Nebraska, on the weekend of September 28-29.

The group headquartered at the Interstate Holiday Inn south of Grand Island and started the day with a breakfast gathering there. They then caravanned to the Stuhr Museum of the Prairie Pioneer and spent the morning looking at different parts of this expansive museum which features a complete 1880's railroad town with a working train. Other buildings on the museum grounds house displays of antique farm equipment and trucks and automobiles. The main building is surrounded by a moat and LCOC members were invited by the museum staff to park their classic Lincolns on the inner drive near the building's entrance.

Following a lunch and business meeting, the group caravanned to Aurora, Nebraska, where they viewed the car collection of Harvey Bish. Mr. Bish is an entrepreneur and machinist who designed, patented, and manufactured specialty farm and agricultural harvesting equipment. He houses his extensive collection in a large building just north of Interstate 80 on the south edge of Aurora. Two of his prized collector cars are Mustang prototypes for a retractable hardtop feature that was never produced. Mr. Bish and his wife served refreshments for the group.

Acting as hosts for the Nebraska event were LCOC members Dan Brown and Brian Gardner of North Platte.



A FAMILY LINCOLN HISTORY

My Dad, Ted Smith, bought a nocturne blue 61 Lincoln from the local Buick dealer in 1968. This was in Ada, Oklahoma. Little did I know that my admiration of that car would create a life long interest in the early 60's Lincolns. Within a few months I turned 14 and obtained my motorcycle license. On my paper route there was always a 62 Thunderbird parked in an open garage. I thought that the round tail lights and the smooth trunk and big space ship rear window was just about the coolest thing that I had ever seen. When I turned 16 I took my driving test in the 61 Lincoln but within a few short days, I sold the motorcycle and got my first car, a 61 Thunderbird for the huge sum of \$225.00. (That included a new paint job but rotted out leather interior.) In the 37 years that have since passed I have bought and sold quite a few Lincolns and T-Birds, but the 61 Lincoln and 61 Thunderbird are still my favorite cars.

I enlisted in the USAF right out of high school and within a few years met my soon to be wife, Jill. We spent 20 years in the Air Force, moving about every 3 years, always to a completely new and exciting place. I repaired-maintained air traffic control radar systems. Jill got her teaching degree and always found a job, even for a short while before we moved again. When we would go overseas I would park the Lincoln or T-Bird in a shed on my Mom and Dad's property where they would sit until our return. Three of the years were in Germany, four of the years in England. On a side note, while living in California, I bought probably the best car I have ever owned, a 62 Lincoln with less than 30,000 miles. It was a somewhat rare beige exterior with absolutely perfect honey beige leather interior. It's pristine condition was due to the mild climate of the bay area and it had always been garaged. We drove from California to Oklahoma with our 3 month old daughter, Jaclyn, in that car in 1988 and that remains our most memorable and favorite vacation. We stopped and saw the Bonneville Salt Flats where I had a picture made that ended up in Continental Comments. We saw friends in Salt Lake and in Denver along the way. The drive along interstate 70 through the Rockies was breathtaking. While driving near the Texas-Oklahoma border a man driving a flatbed that was carrying a late 60's Lincoln followed us to a rest stop and asked if the car was for sale. He said he worked for a man in the panhandle of Texas that collected Lincolns. I told him I was not interested in selling but we talked for a few minutes and he said that his employer bought almost every old Lincoln that he could get his hands on. I know now that his employer was probably the late J.C. Daniels who had collected Lincolns with an emphasis on the Mark II. Unfortunately, in a weak moment several years ago I did sell the beautiful 62 sedan to a fellow LCOC member. My only consolation is that it went to kind and grateful owners. I retired from the USAF 12 years ago and stayed here in Warrensburg, Missouri. I have worked as a technician for GE for 12 years now. I don't know if it is good or bad, but I now have a building to store four cars and it is full and running over. One of the main lessons that I have learned is that it is much easier to buy one of these old cars than it is to sell one. I am blessed with five Lincolns at this time. Two of them have historic plates and are rarely driven, one is for long trips and the remaining two are daily drivers. I no longer own any new cars. (Jill always keeps a modern car for her piece of mind.)



Car #1: I bought the 61 convertible 10 years ago from Lloyd Franklin, the retired owner of a body shop in Knob Noster, MO about 10 miles from my home. Lloyd is also a lifetime Lincoln fan, particularly the 61 model. He built custom cars throughout the fifties and made the show circuit with them, meeting many of the old time customizers. The quality of his customs was on par with the “big” names. I still have a Car Craft magazine with his 57 Ford convertible on the front cover.

Anyway, he had purchased the 61 convertible in the early 70's and had kept it since that time. He actually had bought up half a dozen or more Lincolns, but this 61 convertible was the one he was most proud of and kept it inside his home's garage. He bought NOS rear quarter panels and some stainless trim for it while it while those parts were still available at the local Ford dealer. The car was yellow with black interior. After buying the car, I installed the NOS quarter panels and then block sanded on that car for many weeks. He agreed to paint it for me, but not the nocturne blue that I had chosen but it had to be done in black cherry metallic, the color that he had always been fond of. He used PPG Deltron single stage paint. I have never had regrets on the color as it simply could not look any better. It is very regal. Several years later I had the seats recovered in black leather and installed a carpet kit from Baker's auto. The door panels and dash are still good from the factory. I put on new brakes all around and had the front suspension and driveshaft rebuilt. This past year I pulled the engine and had the short block overhauled and heads rebuilt. I repainted the engine compartment before installing the rebuilt engine. It has the reproduction 9.50x14 Silvertowns with the 2 ½ inch whitewall as original. It still wears the tan top that was installed in Kansas City when Lloyd first purchased the car in the 1970's. All I had to do was use cleaning compound on the plastic rear window to get rid of the yellow aging. Naturally, I went through all of the windows and top mechanism cleaning and repairing as I went. I have driven it to the huge “Back to the 50”s car show in Minnesota at least three times and never had any problems. The only non original items are the heater cores and water heated choke from a 62 parts car. The car has about 96,000 miles. It gets driven on cool spring and fall days. I have not even charged the A/C in recent years because I simply do not use it enough.



Car #2: I purchased the 63 sedan about five years ago from a fellow LCOC member after seeing it in the 2000 meet in St Louis. I had sold my low mileage 62 and this was the replacement for that car. It is bermuda blue with blue cloth interior and no air. It has about 44,000 miles and was sold new in Michigan. The previous owner worked at or owned a body shop and had repainted it in the original color using PPG basecoat clear coat and did a wonderful job. I have done very little to this car. I did pull the heads and had hardened valve seats

installed. I also put on reproduction Silvertown's to get the original look. I drove the car to a Rod and Custom show in Colorado, but otherwise only get it out for our local car club's Fall cruise.

Car # 3: I found the rose beige 63 sedan at a car dealer in Kansas City about four years ago. It had come in from Mesa, AZ where it had been since new. It has all of the receipts since 1980. I installed new belts and hoses, replaced the drag link and had the driveshaft rebuilt. It was repainted some time ago, as I am sure the original metallic paint did not last more than 10 years in sunny Arizona. The previous owner also had the seats recovered in the original rose



beige color but did it in a soft cloth instead of the factory original cloth. It has about 97,000 miles. I drove it to a Good Guys car show in Iowa a few years ago and drive it whenever we go out of state on vacation. A few weeks ago I started to repair a leaky radiator and ended up with it torn down all the way to the timing chain and sprocket. So it now has a new chain and sprockets, a rebuilt coolant recovery tank, new front seal, rebuilt water pump and re-cored radiator. We just returned from an 1100 mile trip to Southern Oklahoma for the Thanksgiving holiday. It ran flawlessly and averaged 14.5 mpg.



Car #4: I bought the 61 sedan from Lloyd Franklin who also had the 61 convertible. It was in bad shape mechanically, but had a good straight and mainly rust free body since it had originally come from Lubbock Texas. I sanded the whole car and replaced the left rear door which had rust in the bottom rear. I put a coat of primer on it and then after a few years a friend who paints cars in his spare time painted it sultana white, the original color. He used DuPont Centari single stage paint. I pulled the engine and had the short block and heads rebuilt. I

put it back together with rebuilt water pump, fuel pump, starter, generator, etc. I had the transmission overhauled also out of the car and reinstalled it after I put the engine back in. I painted the engine compartment while the engine was out. This was my first engine overhaul and I put the short block back into the car and then installed the heads onto the engine. I decided then that putting the complete engine back in at once would be easier. I also went through the brakes and had new exhaust installed. I have driven it over 12,000 miles in the past few years, primarily to work and to an occasional car show. We drove it to the Good Guys show in Des Moines this year.



Car #5: I felt sorry for this 63 sedan that had sat outside for many years. The original metallic grey was in bad shape and the interior was rotted. I installed brakes all around and had new exhaust put on using Flowmaster mufflers. I did belts, hoses, etc. and had the front end rebuilt. Finally, I had a 600 dollar Earl Scheib paint job put on in Kansas City. You get what you pay for. I replaced much of the interior with that from a 62 parts car. It looks great from 20 feet. Make that

30 feet. I can drive it anywhere and not worry about where I park it or what kind of weather I run in to. It is a lot of fun. Even though it was a Kansas City car when new, it only had a few minor rust spots, primarily where road spray and mud collected.

Those are my cars. I enjoy the lesser ones just as much as the really good ones. They all have the same ailments of early 60's Lincolns. I have electric fuel pumps on most of them for hot days and poor gasoline. The only one that does not vapor lock is the one that has the original style pump with a temperature controlled return orifice. The others have NAPA pumps made in Canada by Carter which vapor lock on occasion. They do not have the temperature controlled orifice for the return line but a simple orifice which continuously returns a metered amount of fuel back to the tank as long as the car is running. However, when the car is shut down and under hood temperatures soar in the summer, the fuel inside the pump vaporizes and it will not pump. I have new fuel pump push rods on all of them. If you can get your original issue pump rebuilt, that is a better choice than a new pump. Unless you are interested in a strict show car, I would just put on the electric pump. There is a block off plate for the original fuel pump available at any parts store.

A few lessons learned:

-Buy the best car you can afford. I have had an “old car” payment for many years. As you can tell, when I get one paid for I buy another. My credit union gives great rates for financing old cars, as long as they are in good condition when you buy them. This is much better than buying a new car and have it steadily drop in value.

-Don't buy a rusty car. I know you have heard this before. But I ignored that advice and bought a rusty 63 convertible at one time and spent a fortune on it. I was so unhappy with that car that I sold it at a huge loss on ebay. It had turned out to be a beautiful car, but I was never happy with it because of the amount of money and work involved in getting it up to a decent condition.

-Look for a car with a good interior. A fellow LCOC member stated this in an article on 60's Lincolns several years ago. Always look at the interior as an indication of how well the car was taken care of. My two daily drivers have poor interiors and getting them to good condition would cost as much as another car. When the door panels and dash are in bad shape you are looking at some serious money to get them right.

-Do a thorough inspection on the body of the car before you buy it. Bring along a notebook and mark off items as you inspect the car. I bought a 62 convertible once that just looked great. Once I got it home at started looking closer I realized that at some point in time it must have hit a parked car or some immovable object. The right front was ever so slightly buckled and was about ¼ inch high between the right front fender and the right front door. Of course all of the obvious damage had been repaired but the average body shop can not or will not get a badly damaged unibody car properly straightened. I got rid of that car because whenever I looked at it, all that I would see was that old damage.

-Finally, own just one car. I know that I am the last person who should give this advice. Decide exactly what you want, look for it for however long it takes and buy it. There is one out there somewhere exactly as you want. It may just take a while to find it. As much as I enjoy owning all of these cars, I do realize that it is rather foolish to spend that much time and money on a hobby. I say this knowing that many of us have the same problem. We in the LCOC are truly blessed to be able to enjoy such a good hobby and a great make of automobile. There are many car buffs who can only dream of owning even one nice collector car.

-On the LCOC: This is a fantastic club with great members and an award-winning magazine. Tim Howley has done a wonderful job as editor all of these years. His articles are well researched and he has a wonderful writing style whether he is talking about a particular model car or just catching us up on his current projects. He only has one fault and that is he is not really fond of 61 Lincolns!! How I would have loved to buy one of his turquoise mist 61's that he was trying to sell a few years ago. I have twenty years of membership in the club and still have every one of the magazines. From time to time I pull them out and read through them. There are so many great articles on all the different models.

-Regrets: I have only attended one national meet. I belong to a very active local car club and by the time we do our several thousand mile a year activities, I am out of vacation and money. I have made a pledge to start attending at least one of these events each year. I also know that by not attending the meets I am not really contributing to the overall welfare of the club and to that I am sorry.

-Make the most out of every day that you have to enjoy this hobby. I look back through the Comments magazine and read wonderful articles that members have written. Sadly, sometimes I will be reading through another issue and there will be a note about that member passing away. Use your time wisely and enjoy this hobby and this great country. Even with gasoline at three dollars a gallon, it is still less than the British were paying when we lived there 16 years ago. There are so many beautiful places to see and what better way to see them than in an old Lincoln.