



**20TH ANNIVERSARY SALADO MEET  
ONE OF THE BEST EVER**

# The Continental Gazette

*Newsletter of the North Texas  
Lincoln & Continental Owners Club  
Volume XV, Number II* **SPRING 2007**

*By Kurt Wetterling*

If there has ever been a better Salado Meet of all the Texas Lincoln Club regions, it would have had to have been one of the first 10, because nothing tops it in the last 10 that I have attended. The weather is usually always cooperative. . . there has never been a Salado Show rained out. But this year was absolutely perfect. The high reached the low 70s all three days, the sun was always bright and the conditions simply could not have been improved upon. The Friday night bbq and party at Doc Ellis' City Garage came off without a hitch. And the number and quality of cars in attendance was simply remarkable.

There were several firsts associated with this show, even after 20 years. This was the first year that one of every generation of Continental Mark series cars were represented. They were all driven to Doc's back yard after judging for photographs, that will hopefully wind up in an upcoming feature of *THE CONTINENTAL COMMENTS* soon. Truly a 'remarkable' feat (pun intended).

The Bluebonnet competition included a Lincoln or Continental from five different decades, something that had never been accomplished before. Another rarity, the newest Bluebonnet entry took the prize, a 1990 Lincoln Town Car that looked as though it had just been delivered from Wixom.

In all, about 41 Lincolns and Continentals were on the show field Saturday afternoon, and it was a unique collection indeed.



**AS ALWAYS, THE STAGECOACH INN WAS A TREAT.**

There were a lot of cars displayed that had never been seen before, and of course, a lot that we're used to seeing at every show, but somehow never get tired of. Even after 20 years, who doesn't love seeing Jake's 3 window coupe or Earl's Capri convertible? They are such great examples of American iron from bygone days that they are a treat no matter how many times you've seen them before.

There simply isn't a better way to kick the weekend off than being amongst the Lincolns (and other Ford classics) at Doc's City Garage. That atmosphere can't be duplicated. His car lift was just meant to serve as a make shift bar, there is no doubt about it. The food was outstanding, as always. We're grateful to Doc and Micky for their hospitality.



**JAKE PROUDLY MODELED HIS HOME MADE CAR COVER. 175 PIECES OF HIS OWN DESIGN, SEWED IN HIS OWN GARAGE. OH, TO HAVE THAT MUCH TIME ON YOUR HANDS!**



**NEW LOCATION - SAME FRIDAY AFTERNOON TRADITION. THE MEXICAN FOOD PLACE WAS MISSED, BUT WE FOUGHT THROUGH THE DISAPPOINTMENT.**



**THE FRIDAY NIGHT TRADITION AT DOC'S CITY GARAGE WAS BETTER THAN EVER.**



**THE STAGE COACH IN FRONT OF THE STAGECOACH INN WAS DISPLAY ONLY, NOT JUDGED.**



**LINCOLNS WERE PRESENT FROM JUST ABOUT EVERY ERA, AND ALL OF THEM LOOKED GREAT IN THE SPRING TEXAS SUN.**



**HAVE YOU EVER SEEN SO MANY 5,000 POUND BEER COOLERS?**



**MANY OF THE NORTH TEXAS GROUP BROKE BREAD TOGETHER BEFORE THE SLIDE SHOW AND AWARDS PRESENTATION ON SATURDAY NIGHT.**



**MORE HUMPBACK WHALES THAN OFF THE COAST OF ALASKA.**



**THIS IS WHERE IT ALL BEGAN. THESE 8 FOLKS WERE AT THE VERY FIRST SALADO MEET TWENTY YEARS AGO.**



**HERE ARE BUZZY, FUZZY AND WUZZY AT THE SATURDAY NIGHT DINNER. IT LOOKS AS THOUGH FUZZY AND WUZZY HAD NEARLY RECOVERED FROM THE PARTY AT DOC'S THE NIGHT BEFORE.**



**BROUGHT TO SELL, NOT TO SHOW, THIS WAS A GREAT 1960 CONTINENTAL MARK V SEDAN. IT DIDN'T SELL, BUT DID PROVIDE A LOT OF EXCITEMENT AS THE LINCOLN, TRAILER AND TOW VEHICLE ALL STARTED SLIDING RIGHT TOWARDS FOUR SHOW VEHICLES AS JOE HILL BACKED IT OFF THE TRAILER.**



**THE ONLY TWO PARTICIPANTS THAT CAN SAY THEY HAVE BEEN TO EVERY SALADO MEET FOR THE PAST 20 YEARS. BOTH WITH THE SAME CAR EVERY YEAR. BOTH FROM THE NORTH TEXAS REGION. BOTH VERY DESERVING OF THE SPECIAL AWARDS THEY RECEIVED AT THE END OF THE AWARDS PRESENTATION. CONGRATULATIONS JAKE FLEMING AND EARL ZIMMERLE!**



**ANOTHER FIRST FOR SALADO . . . ONE OF EVERY MARK SERIES CONTINENTALS EVER PRODUCED, II THRU VIII. THAT PROBABLY DOESN'T EVEN HAPPEN AT A NATIONAL MEET VERY OFTEN, IF EVER.**

There have been suggestions over the past year or two of moving the event from the Stage Coach Inn to the new hotel recently constructed at the other end of town. Every time it comes up it is quickly shot down, as well it should be. Part of the tradition, part of the special atmosphere is the Stage Coach Inn. Granted, it may not be as modern as something that was finished within the last year. But it has an ambiance that cannot be duplicated anywhere else in town, or any where else in Texas. The history, the scenery, the close proximity to the Coffee Shop and Dining Room, the Awards facilities are part of what makes the Salado event what it is. The Stage Coach should be the host hotel for as long as there is a Salado Meet. There are those who complain that they can't get a room at the Stage Coach. My advise would be to start trying to make reservations earlier. You snooze you loose.

The only way that the 21st annual Salado Meet could out do the one held this year is if the Mexican resturant on main street has reopened by then. The other noon time offerings available leave just a bit to be desired, and the Mexican place had the history of a Civil War era home, covered outdoor dining and a gorgeous shaded view of Main Street to enjoy over a liesurely lunch. Of course, it would also be great if there was no one to award the Hardship Trophy to, but then it wouldn't really be a Lincoln meet if everyone made it to the event without any mechanical problems. This year the 'lucky' winner was Mort Wetterling who on his way to fill up his 1980 Lincoln Versailles in preparation for the meet actually blew the engine on the car. Not to be detered, he still attended the meet, had a great time and was in good enough humor to share the story with those who were brave enough to ask. That said, we probably came as close to 'Lincoln meet nirvana' as we're likely to get over April 11-13th. The pictures don't do the weekend justice, but offer a hint at what took place. A full list of winners follows on the next page.

We're excited by what Lana has planned for us at the Fall Continental Classic in Athens, Texas over the third weekend in October. More details will follow, but you can plan on the same level of fun, food and great collector Lincolns shown by people just like you who love to get together and enjoy their hobby with like minded enthusiasts.

This is what the hobby is all about. A trophy looks nice on the mantle. But the memories last forever (and don't need to be dusted.)

## SALADO 2008 OFFICIAL WINNERS

### 1930 - 1960

- 1st Place 1960 Continental Mark V  
Convertible – Joe & Lana Hill
- 2nd Place 1956 Continental Mark II –  
Rusty Henson
- 3rd Place 1954 Lincoln Capri Convertible –  
Earle Zimmerle

### 1961 - 1969 Convertible/Sedan/Coupe

- 1st Place 1963 Continental 4dr. Sedan –  
John McNabb
- 2nd Place 1963 Continental 4dr.  
Convertible – Greg Alexander
- 3rd Place 1969 Continental 4dr. Sedan –  
Pat Corbett

### 1969 - 1976 Mark III-IV-V

- 1st Place 1976 Continental Mark IV –  
Rann Allen
- 2nd Place 1970 Continental Mark III –  
Glenn Kramer
- 3rd Place 1979 Continental Mark V –  
James Ashley

### 1970 - 1979

- 1st Place 1977 Lincoln Continental Sedan  
– Paul Youngjohn
- 2nd Place 1979 Lincoln Continental Sedan  
CS – Carroll Brown
- 3rd Place 1972 Lincoln Continental Sedan  
– Kurt Wetterling

### 1980 - 1989

- 1st Place 1982 Continental Mark VI Sedan  
Pucci – Jonathan Liston
- 2nd Place 1988 Lincoln Town Car Limo –  
Keith Zakrzewski

### 1990 – 1997

- 1st Place 1990 Lincoln Mark VII LSC –  
Jerry Radke
- 2nd Place 1995 Lincoln Signature Town  
Car – Mike Lewis
- 3rd Place 1997 Lincoln Mark VIII LSC –  
Mac Harvey

### Best Of Show

- 1941 Lincoln Zephyr 3 Window Coupe –  
Jake Fleming

### Bluebonnet Award - Best of 2007 1st Place Winners

1997 Lincoln Cartier Town Car – Bernard Birk

### Ladies Choice Award

1941 Lincoln Zephyr 3 Coupe – Jake Fleming

### Dick Bubenheim Award

1963 Lincoln Continental 4Dr. Sedan – Gary Birk

### Hardship Award

1980 Lincoln Versailles – Mort Wetterling

### Recognition Award

### 20 Years of Attendance Driving Same Vehicle

1941 Lincoln Zephyr 3 Window Coupe –  
Jake Fleming

1954 Lincoln Capri Convertible –  
Earle Zimmerle

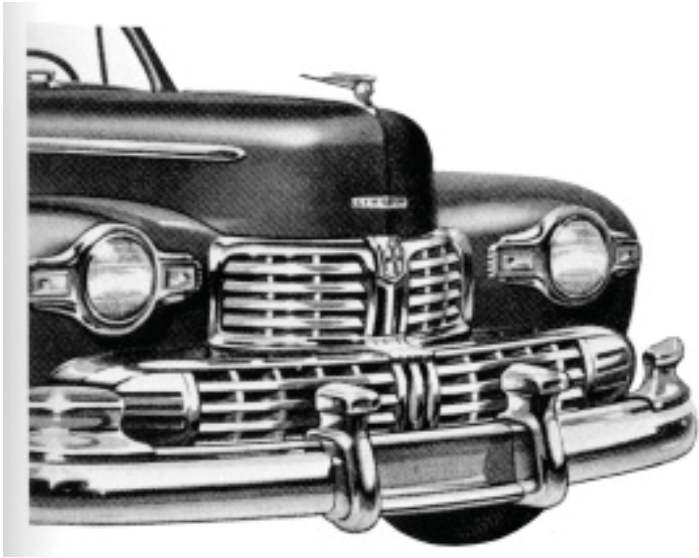


*AS HAS BEEN A TRADITION FOR YEARS, THE BUICK CLUB HELD THEIR MEET THE SAME WEEKEND, ALLOWING FOR 35 MORE GREAT CARS TO BE ENJOYED.*



*SO LONG TILL THE FALL MEET IN ATHENS. BE WATCHING FOR DETAILS AND PLAN TO BE A PART OF THE NEWEST TEXAS LINCOLN TRADITION.*

**FRESH OFF THE GRILL**  
**Random Thoughts From The**  
**Editor In Chief**



Kurt Wetterling

As I reflect on the things that seem to make our club stand out from others and make it unique, several things come to mind that I have come to appreciate over the decade that I have been a member. As far as the marque itself, it seems to be perfect for a good variety of cars without being so broad and general that your particular era or model of interest gets lost in the shuffle. A case in point would be the Oldsmobile Club. I am familiar with this organization through my dad's involvement. They seem to be a great bunch of guy (and gals). But I have noticed at the shows I've been to that it is really a 70s Cutlass club more than an Oldsmobile Club. There's nothing wrong with 70s Cutlass', but it seems that those who might enjoy post war Oldsmobiles, 50s or 60s Ninety Eights or Eighty Eights, or even Toronados get kind of shoved to the back of the class. Oldsmobile made some great cars throughout their history. The Fiestas, Starfires and all the rest are part of what made Oldsmobile a great marque. But they don't seem to get the recognition they deserve within their own club. And as great as 70s Cutlass' are, they were, however, at one time in the seventies, the most popular car model sold in the USA, so it's not like they are all that unusual or unique. Give me a two tone 1956 Ninety Eight coupe, anytime. Yet within the club, they seem to be tolerated rather than celebrated.

Another case in point is the Mustang Club. These people have a passion for their cars, as

they should. These were some of the most desirable and exciting cars Ford ever produced. And yet, within the club, there are certain models that are prized, while other years are shunned. The Chevy Club simply covers too many models to ever generate a real sense of fellowship between its members. Within our own club, members certainly have their favorite eras, models or styles. Yet the years and cars of interest are spread out over the full spectrum. None seem to be excluded, nor does any one era or model dominate over all the others.

A case in point is the annual Salado meet. Those who have been attending over the last two decades will confirm that there is always a great variety of cars on display. Some years in the past the slabsided 60s seem to be the favorites, with as many as a half dozen or so represented. Then just a year or two later, Marks from the 70s seem to be the model of choice. Even the one Lincoln that in years past was almost universally panned, the 77-80 Versailles, has now gained respect. Three were in attendance in Salado last year. The sheer rarity of these cars will demand that they become more collectible in the future, and as a result a bigger player within our club.

Another feature of our organization (at least at the state level) is that we don't seem to take ourselves too seriously. True, we spend a lot of time, energy and money on our Lincolns. But we don't seem to lose focus on the fact that this is a hobby. We do it for fun. We enjoy all of the other cars that participate, as well as the owners who bring them to events. Our meetings are 95% social, 5% business. With a lot of clubs, it is the other way around.

As I approach turning 50, I find myself slipping into 'Good Old Days Syndrome' and it scares me. But some things simply were better 30 years ago. One of those things that comes to mind is automotive names. Thirty years ago the best selling Cadillacs were DeVille, Seville and Eldorado. Today it's DTS, STS, CTS. The best selling Lincolns were Continental and Mark. Now it's MKZ and MKX. Do you see a trend here? What do any of these letter designations mean? We all knew what a Continental was and all longed to own one when we could finally afford to. It seems that Cadillac tried to follow the lead of the Europeans who have used letters and numbers for years. And Lincoln fell right in step. Not that other brands are immune. Would you rather have a Pontiac Bonneville or a G6. What the hell is a

G6? Okay, so maybe 'Edsel' wasn't the greatest automotive name ever thought up, but at least it did require some thought. The new Mustang is a great car, complete with retro inspired styling. It's selling well and doing a great job for Ford. Thank heavens they called it Mustang and not M4. The names that are given to automotive offerings should reflect their character, their intent and their heritage. Dumping out a bowl of alphabet soup on the table just doesn't cut it.

Two classic Lincolns have recently been auctioned that caught my eye. Both were owned (or leased) when new by famous people. The first was a 1956 Continental Mark II that was leased when new by President and Mrs. Eisenhower for use at their farm in Gettysburg while he was still president. After the lease was up and the car was returned to Ford Motor Company it was owned for the following several decades by two different executives at Ford. It was described as follows, "Largely original with some repaint and touch up work over chipped and scratched factory paint. Some discoloring visible on right front fender from older repairs. Decent chrome and trim, glass shows no problems, wide whitewalls in good shape. Leather appears original, with front seats very dry and more heavily worn than rears. Power options appear functional; carpet, door panels and headliner well preserved; dash and gauges still crisp. Engine compartment complete and shows wear commensurate with 30,000 claimed original miles."



The Old Car Price Guide places a value on a 1956 Mark II at \$37,350 for a #3 car, \$58,100 for a #2. The Eisenhower car seems to be somewhere in between that #2 and #3 category. It sold for \$42,900, or just about what any Mark II in its condition would have, showing that there was no premium on this car simply because of its previous (and well documented) ownership. (Does anyone remember the 1964

'LBJ Lincoln' convertible at Salado 10 years ago that someone was trying to sell for \$100,000?)

The other classic Lincoln auctioned recently fared much better, but then it was much more unique as well. The 1941 Lincoln Continental Cabriolet owned and customized by the late, great Raymond Lowey was sold in Scottsdale, Arizona for \$451,000. Most car buffs know Lowey as the man who designed some of the most attractive and unique Studebakers ever sold. But he is also the man who penned some of the most iconic symbols of the 20th century including: the Coke bottle, the Greyhound Scenicruiser, the Dorsett Catalina boat, Alr Force One, the interiors of the Saturn-Apollo and Skylab projects, as well as the corporate logos for Exxon, John Deere, Shell, Nabisco, and the US Postal service, all of which are still in use today.



Lowey was a major public figure of most of the last century and hung out with the rich and famous in Hollywood. He was even featured on the cover of TIME magazine in 1941 and was arguably the most famous designer of his time. Lowey wanted a car befitting his image and started off with a 1941 Continental. Starting the process in 1946, Derham Body Company was the fabricator chosen to bring his vision to reality. The price of the new Lincoln he started with was \$3,860. He spent another \$4,000 to have it customized. Not a small sum of money at the time, about \$67,000 in today's dollars. (Or about the same as a fully loaded 2008 Navigator.) Whether you agree with his choice of modifications or not, the result was a unique automobile that has been prized, photographed, modeled and preserved throughout its entire history.



## 1952-54 Lincoln Cars and Lincoln's Mechanical Advancements

By the Auto Editors of *CONSUMER GUIDE*

The period from 1952-1954 was significant in Lincoln history. The most notable mechanical development was the make's first overhead-valve V-8: a new short-stroke design of 318 cid, good for 160 bhp at first and 205 bhp for 1953-54. It was superior in many ways. Its crankshaft, for example, had eight counterweights versus most competitors' six. Intake valves were oversized for better breathing and higher specific output. (Among '53 engines, it produced 0.64 bhp per cubic inch against 0.63 for Cadillac and 0.54 for the Chrysler Hemi.) The crankcase extended below the crankshaft centerline to form an extremely stiff shaft support, hence this engine's family nickname of "Y-block."



*The 1955 Lincoln Capri featured a flat windshield despite the popularity of the wrapped windshield.*

Model-year 1952 also introduced ball-joint front suspension to Lincoln. Together with the new V-8, it made for taut, powerful road machines that would dominate their class in the Mexican Road Race. Other new features included recirculating-ball power steering, oversized drum brakes, liberal sound insulation, optional four-way power seat and, with the extra-cost factory air conditioning, flow-through ventilation (when the compressor was idle). Fabrics, leathers, and fit-and-finish were all top-notch, far above those of lesser Dearborn products.

Despite a rather short 123-inch

wheelbase, the 1952-54 Lincolns were roomier inside than previous models -- and some later ones. Visibility was better than on any other contemporary U.S. car save Kaiser, and exteriors were notably free of period excesses. Fluted tail lamps shed water and dirt, just like those Mercedes would adopt in the '70s.

Lincoln turned in some spectacular performances at the *Carrera Pan-American* -- virtually unrivaled in the International Standard Class. Lincolns took the first five places in 1952, the top four in '53, and first and second in 1954. Race preparation was largely owed to Clay Smith, a gifted mechanic who was tragically killed in a pit accident in 1954. Of great help were publicity-conscious Dearborn engineers who supplied stiff "export" suspension pieces, Ford truck camshafts, mechanical valve lifters, special front spindles and hubs, and rear-axle ratios that enabled a "stock" Lincoln to top 130 mph. The 1952 race winner, Chuck Stevenson, finished the 2000-mile grind from Juarez to the Guatemala border nearly an hour ahead of the Ferrari that had won the year before.

Lincoln wasn't ready with a total redesign for 1955, so its cars were among the most conservative in that banner Detroit sales year, despite an extensive facelift. Still, they were crisp, clean, and elegant. Though the wrapped windshield held sway most everywhere else, the '55 Lincolns didn't have one, and were thus more practical. Interiors remained luxurious combinations of high-quality fabrics and top-grain leather.

Wheelbase was unchanged for '55, but the restyle added extra sheetmetal (mostly in back) and 50-100 pounds in curb weight. A good thing, then, that the V-8 was bored to 341 cid and gained 20 bhp. Elsewhere, Cosmopolitan was retagged Custom, and Lincoln finally offered its own automatic transmission. Called Turbo Drive, it was basically the four-year-old Ford/Merc-O-Matic unit enlarged and strengthened to withstand the greater torque of Lincoln's V-8. But likely because its '55s weren't "new" enough, Lincoln was one of the few makes to suffer in Detroit's best sales season of the decade, dropping from nearly 37,000 for '54 to a bit over 27,000.



## NOTES FROM THE MOTHERSHIP

By Kendra Wetterling

I had been working for Ford for three weeks when the Office Operations Manager told me I needed to book my room at the Mandalay Bay and get a flight to Vegas for the 2006 Vehicle Intro Show. I was beside myself with excitement! I had never been to Las Vegas, although I had no idea what a "norm" the statement "I've never been..." would soon become with Ford.

We spent two days in meetings and introductions of the new or refreshed vehicles coming out in the model year 2007. I saw the Ford Flex before it had a name, and was quickly covered so that no one could take pictures of the prototype. Accessories were just starting to become a big deal with the company. Funk Master Flex had designed an accessories package specifically for the Expedition EL. The major refresh of the '09 F150 was hinted at. And we ate an amazing dinner before Cheryl Crow played a private concert for the dealership and Ford personnel.

Then, in February of 2007, Ford cut its blue and white collar workforce back by one third. The entire company was in turmoil, with more work needing to be done by less people, a new CEO, and a "home improvement" loan the size of which could run a small country for a decade. The 2007 Vehicle Intro Show was held in Detroit with mixed emotions from frazzled Ford employees and disenchanted dealership personnel. But it was Alan Mullaly who changed that attitude; who showed up to a dealer meeting and actually stayed after his speech to shake hands with those of us that make the company run, and those that represent the company at dealerships across the country. The CEO of Ford Motor Company ate with us, chatted with us, probably would've kissed babies had they been invited! He was personal, friendly, and in a company that has continually made excuses and refused to do anything in any way but their way, *profound*.

So it was with great excitement that I hopped yet another plane to Las Vegas for the 2008 Intro Show this April. And while I've not been around for as many as most people there, I have to say it was the most exciting and positive experience I've been a part of in Ford Motor Company.

Pay attention, because we are going to *tell* you just how amazing this company and



***New color. New truck. Mine arrives in November.*** our products are. Did you know we're beating Toyota in initial vehicle quality? The overseas manufacturers have been riding their own reputation's coattails for the past decade, and we are changing the suit. I challenge you

The Ford Flex has been officially introduced for the 2009 model year. With customizable roofing, in-car refrigerator, large storage capacity, leg room like you wouldn't believe, and available sunroofs for the front, middle, and rear seats make this vehicle an incredibly hot topic. It's one of those vehicles that you either love or hate, but at least it makes you feel *something*.



***I now know this new truck inside and out.***

I knew it was going to be incredible when I walked into the Bellagio for the first time. It was the perfect backdrop for the introduction of the new Ford Motor Company. Ballrooms were outfitted and themed for the upcoming ad campaign, challenging consumers to drive safe, drive smart, drive quality, and drive green. Jim Farley, former Toyota CEO, also introduced the "Drive One" campaign, which

includes competitive make customers driving, and then sharing, a new Ford with their friends. It's an extension of the "Swap my ride" program that allowed customers to swap their vehicles for a Ford; now these people can then share the experience by passing the keys on to a friend.

The new F150 is a sight. Besides the extended back with a one-touch fold up seat that can store a 52" screen TV, there are now options on the 30 different available styles that include built-in computers with wireless keyboards and printers, Microsoft Word and Xcel capabilities, and fleet management programs that will show on the map screen where each rig is at any given time. Tools can be belted to the bed with a MagLock cable that can attach back to the bed or be hooked to gear. And software pre loaded for your specific tools will sense what is in your bed and tell you when a specific tool is missing! Even the colors are cool!

The new Mustang is even sweeter than the last redesign, with an even racier feel and amazing options, including the industry-leading glass roof! The amount of oohs and ahhs that came out of the crowd just from seeing pictures of the redesign said it all. Another prototype has yet to be named, but we did see the stock shocks included on the off roading truck. They're twice the size of racing trucks! And this mud-dobber will reach a whole new segment of thrill-seekers and dirt racers. All with factory build and warranty.



*I think this might look very good in my garage.*

The highlight of the show for me was the Vespa prototype, a model for the new Fiesta that is scheduled for the 2010 model year. This is the first of many vehicles to be designed on this B car platform that will change the way Ford does business with the new generation of car owners.

Sleek, attention-getting, and pretty much just sexy, the Fiesta is a party in a car. Another incredibly exciting, and uber secretive, new model was the redesign of the Taurus. We only saw brief pictures, but can we say Lexus for the working man? I mean, woah.



*I got to meet the head of Ford Motor Company, Alan Mullaly, and got a picture to prove it.*

Alan Mullaly wrapped up the final meeting by personally introducing this vehicle, and I have to give the man credit: he has truly turned the attitude of a century old company around to one of passion, innovation, excitement, and above all a pursuit of true customer-driven excellence. I can't wait to see what Ford will be doing next.

You should drive one.



### **MORE GOOD NEWS FROM FORD**

As we go to press, results from the first quarter of 2008 have just been announced and analysts were shocked that Ford Motor Company earned 100 million in profits for that time period. Granted, most of that profit was a result of strong sales in the European and South American markets, but when contrasting that number to the nearly 300 million dollar *loss* in the first quarter of 2007, it is obvious to see that the changes that are taking place are working and things are headed in the right direction for the big blue oval. **Editor**

## NAME THAT CAR QUIZ

1. If you were going to take a brief pleasure trip with a Ford, what vehicle would be the perfect choice?
2. If Isuzu were to invoke an established rule or principle or a self-evident truth into the name of a car, what would it be?
3. Honda decided to make a car out of many of the fundamental substances that consist of atoms of only one kind and that singly or in combination constitute all matter, and named it what?
4. What would Acura name a car that they had to use active bodily or mental strength or force to conceive?
5. If you're planning a wild trip to Africa, what GMC vehicle should you bring along for your hunting expedition?
6. Pontiac created a vehicle named after a Mexican empire that was conquered by Cortes in 1519. What is this vehicle named?
7. If Nissan made a car in the period of highest, greatest, or utmost development, what would it be named?
8. Lincoln made a vehicle that makes the customers feel like they are the operator or pilot of an aircraft and especially an airplane. What Lincoln is this?
9. If you were in a sarcastic mood and your government imposed an excessive tax, rental, or tariff, what kind of Mazda could you send in?
10. What would be a way of speaking typical of a particular group of people and especially of the natives or residents of a region if you worked at Hyundai?

**ANSWERS ARE ON NEXT PAGE**

### **FIVE THINGS YOU NEVER KNEW YOUR CELL PHONE COULD DO**

*Internet Sources*

For all the folks with cell phones. (This should be printed and kept in your car, purse, and wallet. Good information to have with you.) There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things that you can do with it:

#### **FIRST: Help in an emergency.**

The Emergency Number worldwide for Mobile is 112. If you find yourself out of the coverage area of your mobile network and there is an emergency, dial 112 and the mobile will

search any existing network to establish the emergency number for you, and interestingly, this number 112 can be dialed even if the keypad is locked. Try it out.

#### **SECOND: Locked you keys in the car.**

Have you locked your keys in the car? Does your car have remote keyless entry? This may come in handy someday. Good reason to own a cell phone: If you lock your keys in the car and the spare keys are at home, call someone at home on their cell phone from your cell phone. Hold your cell phone about a foot from your car door and have the person at your home press the unlock button, holding it near the mobile phone on their end. Your car will unlock. Saves someone from having to drive your keys to you. Distance is no object. You could be hundreds of miles away, and if you can reach someone who has the other 'remote' for your car, you can unlock the doors (or the trunk).

#### **THIRD: Hidden battery power.**

Imagine your cell battery is very low. To activate, press the keys \*3370#. Your cell phone will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your cell phone next time.

#### **FOURTH: How to disable a STOLEN mobile phone.**

To check your Mobile phone's serial number, key in the following digits on your phone: \*#06#. A 15-digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. When your phone get stolen, you can phone your service provider and give them this code. They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you know that whoever stole it can't use/sell it either. If everybody does this, there would be no point in people stealing mobile phones. And Finally....

#### **FIFTH: Free Directory Service for Cells.**

Cell phone companies are charging us \$1.00 to \$1.75 or more for 411 information calls when they don't have to. Most of us do not carry a telephone directory in our vehicle, which makes this situation even more of a problem. When you need to use the 411 information option, simply dial: **(800)FREE 411, or (800) 373-3411** without incurring any charge at all. Program this into your cell phone now.

**NO TX LCOC OFFICERS:**

**Lana Hill**

*North Texas Region Director*

817-481-6850

529 Dunn Court, Grapevine, TX 76051

johillandassociates@verizon.net

**James Simmons**

*North Texas Region Assistant Director*

P.O. Box 794353

Dallas, TX 75379

sevenlincolns@yahoo.com

**Carol Mattix**

*North Texas Region Secretary / Treasurer*

972-412-0754

3305 Weems Way, Rowlett, TX 75088

cjmattix@gte.net

NORTH TEXAS REGION

**Lincoln & Continental Owners Club**

**Membership Application**

(Membership is January 1 through December 31)

Name \_\_\_\_\_

Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_

e-mail address \_\_\_\_\_

Home Phone ( \_\_\_\_ ) \_\_\_\_\_

Work Phone ( \_\_\_\_ ) \_\_\_\_\_

\_\_\_\_ Renewal      \_\_\_\_ New Member

Your National LCOC number \_\_\_\_\_

**Automobile Registry:**

#1) Year \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_

#2) Year \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_

#3) Year \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_

#4) Year \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_

**Please Note:** According to the Bylaws of our National Club, you must be a member of the National LCOC in order to belong to the North Texas Region, or any other region.

Please mail this completed application and your check for **\$25.00** to: **Carol Mattix**

**3305 Weems Way  
Rowlett, TX 75088-6474**



**NAME THAT CAR QUIZ ANSWERS:**

- 1.) Excursion
- 2.) Axiom
- 3.) Element
- 4.) Vigor
- 5.) Safari
- 6.) Aztek
- 7.) Ultima
- 8.) Aviator
- 9.) Tribute
- 10.) Accent