

WE'RE SET TO ROCK & ROLL IN ATHENS FOR THE FALL CONTINENTAL CLASSIC

The 't's have been crossed and the 'i's have been dotted and we are ready for some serious fun in October in the small east Texas town of Athens. This will be the fourth annual Fall Continental Classic and all indications are it should be a great one. Lana has negotiated a great rate with the Inn On The Hill in Athens, just \$65.00 per night (if you tell them you are with the Lincoln Continental event when you make your reservations) and that includes breakfast each morning. Call now to reserve your room at **1-903-675-9214**.

The dates are Friday, October 17th thru Sunday, October 19th. All LCOC members in Texas, Louisiana and Oklahoma will be getting invitations and registration packets during the month of August. We're adding a couple of new dimensions this year, as well. All packets will be mailed out the same day. The first 10 people who send their registration form back will be entered in a drawing for a special prize pack to be given away at the event. We'll also be offering special commemorative (and highly collectible) event T-shirts that can be purchased at the time you register. These are heavy duty cotton shirts screen printed with a special design that features great Lincoln from several decades. Available in all sizes, these would make great gift as well as a fitting part of your wardrobe for the event weekend.

THE CONTINENTAL GAZETTE

*Newsletter of the North Texas
Lincoln & Continental Owners Club
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SUMMER 2008

Those who are interested in being part of a caravan to the event on Friday morning, just let Lana know. More information will be in your packet telling you where to meet and when. Once we get into town, we'll be traveling a few miles outside of town for lunch at The SHed Cafe. This place has been written up in several publications as having some of the best chicken fried steak (and other home cooking) in Texas. They do not offer beer, but you are welcome to bring your own. Most all of the other events will happen right at the hotel, or within walking distance. In theory you will be able to park Friday afternoon and not have to leave your spot until it's time to go home on Sunday.

But for those who want to see more of the surrounding area, you can take in the back roads in and around historic Athens, see the Arboretum, drive two miles to Lake Athens or 10 miles to Cedar Creek Lake. The Tara Vineyard and Winery are a short drive away. And for those of us in the North Texas Region, this is all an hour and a half or less away. A great opportunity to attend a fun weekend event right in your own back yard. (The tentative plans for the next two Fall Classics have us going to Fredricksburg in '09 and Granbury in '10.)

The first three fall events we've held have been well attended and the weather has been absolutely perfect. Each has been a great opportunity to see friends from other Texas regions, as well as meet people (and enjoy their cars) who are new LCOC members, or haven't attended one of these events before. Plan to be a part of it.

NOTES FROM THE MOTHERSHIP

By Kendra Wetterling



When I began my career as a Zone Manager with Ford Motor Company, there were 64 people in the Denver FCS Division. We covered the western half of the United States, except for California - who has more dealers per capita than any other state. We had support staff and specialists and people who made copies and distributed e-mails and reports and information. Layer upon layer of organization that I walked into on a Friday morning. There was not even a DESK for me!

Now, two years later as of June 26, there are seven of us. A Regional Manager, head honcho Janice. A Parts & Service Ops Manager (lovingly called "The POSM" - pronounced "Possum"), Nate; Business Development extraordinair Reina Martinez (currently out on maternity leave, making the office even more dead, if that's possible). And four zone managers that cover six states - four of which are mine. We closed our portion of the office and moved to the Credit and Vehicle Divisions - I have a fantastic desk complete with views of the Rockies. Yes, they are as majestic as you imagine. We walked over to our old office to snag some furniture and it's just creepy; like Chernobyl on a tiny, automotive scale.

Ford has been "restructuring" since I started with the company. 300,000 people cost - reduced by 30% in 2007. Now 15% in 2008. I've been under 2 CEOs, 2 bosses, sat next to 6 different people in my brief office visits. I've gone from 11 dealerships in one state to 15 dealerships in four states. I've earned countless hotel nights and roundtrip flights, along with the coveted Frequent Flyer PREMIER membership ID card ("Oh my gosh, what color is the card???" was Ryan's, a fellow ZM, question when I told him I'd finally earned the coveted status). Nine new vehicles, and one F150 on its way. I've driven a fourth of the country, flown over half.

I've been blamed for every problem

supposedly caused by Ford you could imagine. I've been called names, told to do very unladylike things to myself, and even fired a customer or two. I've been stranded without luggage (almost missed Christmas), caught in a snowstorm, slept in a car, and gained 20 pounds (I blame the free dessert). I've cried. In public, dagnabit!

I would be lying if I said it's been a smooth, Mustang convertible ride these past 2 years. But I'm a bigger fan of the Ford Edge, anyway . . . so bring on the bumps!

I've worked for two phenomenal Regional Managers. Charlie just e-mailed me from his busy station in Warranty Ops in Detroit to check up on me and my travels, and to let me know how much he'd always appreciated my positive attitude. Janice is, by far, my best female role model outside my family. Ten years ago, there is no way Ford would have put someone like her in this position. She is living, working proof that the company is changing - for the better. She is strong, outspoken, forthright, and knows what she's talking about! But what I love most is how much she cares about the people with whom she's come in contact in her 20 year history with the company. She grieves for those that have been forced to move on in their careers. She fights for her people. And she doesn't let anyone get away with the adage as old as Ford is: "It is what it is."

Nate is incredibly knowledgeable. If he doesn't know the answer (which is highly unlikely) he knows where to get it! He protects his employees and backs them up 100% when we need him. His blood truly runs Ford Blue. Reina is, for lack of a better word, brilliant. She moved into her position and within weeks could answer any question our dealers threw our way. And her realism, sarcasm, and positivism are not only contagious, but a breath of fresh air in the dramatic world that is the Automotive Industry.

Riley, our most senior ZM, we refer to affectionately as "The Bulldog". Don't. Mess. With. Him. He is incredibly controversial, which definitely balances out his softer side. The only thing you could do that would be worse than mess with him, is mess with one of his teammates. God help you, you're going down! And we love him for it . . . along with the chocolate muffins and Red Bull he brings to meetings (here in the Denver Region, we're ALL about the food. Seriously).

Finally, my two best friends: Jen & Ryan. I wouldn't have thought it possible to have a team so cohesive, so supportive, unless I experienced it myself. We make each others' crazy work lives

just a little bit easier. We divide assignments, share ideas, help with e-mails, and cover each others' backs when needed. Not once have I we ever thrown one another under the bus. When we mess up, we admit it, and move on.

I was maid of honor at Jen's wedding - she is, by far, the best friend I've ever had. She's smart, absolutely hilarious, and incredibly good at what she does. Ryan's wedding is in two weeks, and I can't wait to be there when he marries the woman he had just met when I came to the Region. Ryan and I swap books and travel horror stories on a weakly basis; when we're both in the same state that is! I will have more people from more states at my wedding than I ever thought possible! But beside my family will be these six individuals for whom I would do anything.

In a huge organization, with layers you couldn't even begin to imagine, I have found a Colorado family, a small group of people the caliber of which I challenge you to find anywhere else. So stick me on a plane, in a service drive, in snowstorm, in Nowhere, Idaho. If I had to do it all over again with twice as many disasters, three times as many cutbacks and reorganizations, and infinitely more drama, I would. In a heart beat. Because all of that could never negate the Ford family I've found; and in reality, it would only make us stronger.

RANDOM THOUGHTS FROM THE EDITOR

By Kurt Wetterling

I turned 50 in July. It was a bad experience, but it wasn't one I had been looking for. Overall, I find myself quite grateful here at the half century mark. Everything still works pretty much like it supposed to, though perhaps not with the same speed or efficiency. I have been blessed to have a happy, healthy family and certainly more of the comforts of life than I probably deserve. And I'm still one of the youngest members in the Lincoln Club. (What does that tell us?)

But in the course of turning 50, I thought back to the July morning I was born, and what a different world it is now. Two more states in the union, but then they're not even attached to the other 48, so how big of a deal can that be? In 1958 Ford Motor Company was in the middle of one of the biggest 'mistakes' in automotive history as they were finding out how badly they misread the market with the new Edsel. They were just

as concerned with how poorly the newly designed (read: monstrous) uni-body Lincolns and Continentals were doing in the market place. The Ford line of 1958 was suffering after the very beautiful and successful 1957 model year. A recession in the economy and questionable re-style of the regular Ford line combined for a huge drop in sales and put Ford in the red for the year. The new four seat Thunderbird proved to be a success in the limited 'personal car' market. And work was beginning on the 1960 Falcon that would prove to be a huge success and lead to the Mustang, an even bigger success. Some numbers you might find interesting:

What Things Cost in 1958:

Car: \$2,200

Gasoline: 30 cents/gal

House: \$18,000

Bread: 19 cents/loaf

Milk: \$1.01/gal

Postage Stamp: 4 cents

Stock Market: 584

Average Annual Salary: \$5,500

Minimum Wage: \$1.00 per hour

I'm sure Ford would give anything to only be losing the kind of money now that they did in 1958. The second quarter loss for 2008 was over 8 billion! (But they are performing better than General Motors who continues to be rumored to be contemplating bankruptcy.) In 1958, Barack Obama wasn't even born yet, while John McCain was already a grandfather. (Okay, I'm exaggerating on one of these.) Imported cars were less than 5% of the market, and only beginning to be taken seriously. Today, Toyota makes more cars than General Motors, and certainly at a higher profit, and there as many 'foreign' cars sold in this country as those of the Big Three.



One of the many things that is enjoyed today that wasn't in 1958 is the internet. In surfing that modern miracle, I came across a few things that I thought worthy enough to pass on to

readers. The first is the 1960 Lincoln convertible above. Nice, you might think, but not all that unusual. Well, it is when you consider Ford didn't offer a convertible Lincoln, only a convertible Continental. And they certainly didn't offer a FOUR DOOR convertible of any kind. But look closely at the picture and that is exactly what that is.

Speaking of convertibles that weren't offered, take a look below. What you have here is a 1972 Lincoln convertible. I have seen 1977-79 conversion Lincolns and Mark Vs, but I had never seen a pre-1977 Lincoln convertible conversion before, so this one struck me. Think about it. . . in 1972 you could still purchase a brand new fully loaded convertible from Chevy, Buick, Oldsmobile, Pontiac, Cadillac and even your local Ford dealer (Galaxy or Mustang). So for someone to buy a 2 door Lincoln and then pay to have the top cut off was a very sizable investment. You had to really want one.



Speaking of having to really want one, take a look:



That's right boys and girls, you are looking at a 1959 Edsel limousine. Probably the only one in

existence (could there really be 2 people who would do this?). I'd have to say, by all accounts it looks like someone did a great job of converting a stock Edsel. I'm going to admit that I am a big fan of all three years of the Edsel. And I can't be the only one in the club that is. Doug Mattix bought a brand new Edsel in 1960, and Charile Van still owns one. To some these cars will always say 'failure', but to me they are great examples of late 50s Detroit gone crazy. The styling is as flamboyant as anything this side of a '59 Cadillac. They are as rare as can be. And the full story of the development, marketing and subsequent failure of the marque became a case study at every business school in America. The original (1958) Edsel with its gee-whiz gadgets, juke box styling and vagina front grill is like nothing before or since. The 1959 model has a deer in the headlights look that says Ford must have been thinking "What the hell have we done?". And the last year (okay, less than 2 months) 1960 is obviously a Ford with just enough changes to make it 'different'. But they only made 3,000 of them before they pulled the plug and admitted defeat. That makes them such a novelty that most people will never even see one in person. How many can be left? Give me a 9 passenger station wagon version of any year you'd like and I may be able to say I've reached automotive nirvana.



If your idea of nirvana includes classic airplanes as well as classic cars, then you would have enjoyed the Justin Mayflower Frolic held with the Cadillac and Packard Clubs. This is an annual event that has taken place for years. The North Texas Lincoln Club has participated the last couple of years. The event is held at the private landing strip and airplane hanger of a long time Cadillac collector, and dozens of classic airplanes fly in to the event as well as countless Cadillacs, Packards, Lincolns and other classic cars.



James and Kent wander amongst the classic cars in Justin.



Mort Wetterling and Wayne Orr found plenty they liked at the food spread. A couple of times.



Lincoln leader Lana with Cadillac leader Ruby. Maybe Hillary wasn't such a bad idea after all. Oh wait a minute, yes it was.



The Hills and the Ashleys found plenty to discuss over lunch.

The June event was the annual BBQ, This year Joe and Lana Hill hosted the event at their home in Grapevine. A couple of dozen members showed up for an afternoon of food, car talk and discussion of club business. The topic of hosting a national show was again brought up for discussion, and was again shot down by the vast majority of members.

Joe and Lana did a great job of putting this event on, and we're grateful. We've had 4 different members host this over the past 4 years, and it's a really enjoyable way to get to know other members in the comfort of someone's home. If you are interested in hosting a future event at your home, please let Lana know.



The proverbial 'round table discussion'.

CAR SHOW FOR THE BLIND

By Lana Hill

When Joe told me we were going to show our Van Cliburn Lincoln in a car show for the blind at the Anatole Hotel in Dallas, I thought he must be kidding. You may have participated in one, however we had not. Joe said they would be wearing gloves and they actually did. They were from all over the world. I escorted an exchange student from the Ukraine. And escorted several adults who are recently suffering from Molecular Degeneration. And one had been blind all his life. So what did we have in common...A love of cars, fire trucks and motorcycles. We ran into a number of people we had shown with, and also a number we had never seen before. Reva and Ron Money (Lone Star Region) drove up from Austin in their Rolls Royce. They showed a 77 Cont. Mk 5 in Marble Falls. It was my pleasure to escort, and answer questions, for a number of members of the National Federation for the Blind and what a personal blessing I might add.

Joe and I visited the huge convention demonstration and sales event on the third floor of the host hotel, the Anatole Hotel in Dallas. We learned a lot about what is available for the various types of blindness. A 9 month course is offered to those losing their sight so it is not such a shock. They wear a totally dark snow ski type mask by MindBloc for 8 ? hours each day.

The Blind Federation moves their convention around the country to make it more convenient for members to keep up with the latest technology and laws concerning the blind. They may get back to Dallas. If so, I highly recommend this personally rewarding event.



 Continental

NEW LINCOLNS AVAILABLE FROM FAIRFIELD MINT

In an ongoing effort to keep members updated on the latest offerings in diecast Lincolns available, please note these two models that are now available from the Fairfield Mint. The first is the JFK limo which has been available for some time in small scale, but is now being offered in 1:24 scale. Attractive to anyone who enjoys Lincolns or history, a "must have" for those who are hooked on both! At over 130 different pieces, this is a very detailed scale model. Priced right, this 10" long model can be yours for just two payments of \$24.99 each



November 22, 1963. Dallas, Texas. Shots ring out as President Kennedy's motorcade passes through Dealey Plaza. An event so tragic, you still remember where you were when you first heard the news. Now, forty years after his untimely death, you can own an exact replica of JFK's 1961 Lincoln Parade limo. Authorized for the first time by the Ford Motor Company. And equipped with removable flags, presidential seals and Secret Service running boards. Unfold the jump seat where Governor Connally was seated. Even the car's GG-300 license plate is authentic. A fitting tribute to this great leader.



The 1952 Lincoln Capri will be available to ship in mid-August, and is an opportunity to own a diecast Lincoln rarely reproduced and therefore a great addition to your collect. This one is created in 1:18 scale and is 11 1/2" long in a great color reflective of the times. Order either by calling **1-800-964-8905** or logging on to **www.fairfieldmint.com**.



All new for '52! Lincoln's 1952 Capri burst onto the automotive scene. Taking its place at the top of Lincoln's model lineup. Powered by Lincoln's first ever overhead-valve V-8 making 160 hp. And hugging the road with a taught new suspension. The Capri won its class at the 1952 Carrera Panamericana road race. Now, you can be the first to park a diecast Lincoln Capri in your collection. Crafted with precision and loaded with chrome. Pop the hood to inspect the fully wired V-8. Open the doors to view the textured upholstery, floor mats and dash bar. From the jet plane hood ornament to the art-deco Lincoln V-Eight lettering on the rear bumper . . . every fantastic detail has been carefully recreated.



- *Over 120 Parts**
- *Fully wired V-8 engine**
- *Textured upholstery, floor mats and dash bar**
- *Jet plane hood ornament**



2009 LINCOLN MKS REVIEW

By Rex Roy
The CarConnection.com



2009 LINCOLN MKS STYLING

[8 out of 10]

Automobile: "adorned simply and effectively"

Edmunds: "presents itself convincingly as a luxury car"

Autoblog: "MKS has far more presence"

Jalopnik: "it does look pretty damn cool"

The 2009 Lincoln MKS's distinctive styling sets it apart from its close kin. The MKS is the first production Lincoln to use the division's new grille design, which the company previewed on the MKS and MKT auto show concept vehicles. The winged design reaches back to Edsel Ford's 1941 Continental and gives the newest Lincoln a welcome bit of character that's grounded in something other than a designer's imagination.

Just about every review recognized that Lincoln has been wandering in the design desert for decades, but they all agreed that the 2009 Lincoln MKS was a step in the right direction. Edmunds admitted, "After so many fits and starts in Lincoln styling, we haven't a clue what a Lincoln is supposed to look like."

Popular Mechanics had the boldest compliments for the MKS, observing that "In the metal, the MKS appears handsome, with cohesive themes that begin with two tapered headlamp clusters, continue with a gently undulating character line, and resolve in a rear end that vaguely reminds us of the Maserati Quattroporte."

Automobile said, "The 2009 Lincoln MKS's double-wing grille is a derivation of the one from the Lincoln MKR concept and was inspired by the 1941 Lincoln Continental. Flanked here by standard HID headlamps, the grille is something you will definitely see in future Lincolns." Edmunds found that in addition to the grille, other

Lincoln design cues "include clean, uncluttered flanks and horizontal, full-width taillamps." They concluded, "We're not wholly convinced that the MKS has real beauty, but it at least presents itself convincingly as a luxury car."

Automobile's review also noted the absence of the faux vent on the front fender: "Thankfully, the space on the front fenders aft of the wheels is adorned simply and effectively with the Lincoln badge rather than the already-clichéd vents that we see elsewhere so often."

Autoblog wrote, "On the road, the new MKS has far more presence than any production Lincoln in years, including the late lamented LS." Jalopnik, in their traditionally pithy prose, noted, "It rides low enough to the road that I'd be concerned about scraping its cute-as-a-penny bottom in more than a few steep driveways, but it does look pretty damn cool."

Inside, the MKS's combination of clean lines, luxurious materials, and lighter trim colors plants it squarely in the Lexus idiom of luxury, instead of the darker, more somber German sphere. "With its clean instrumentation and impressive attention to detail, the MKS's interior gets high marks for its luxurious livability," Popular Mechanics reported. "This is a place we'd say is entirely habitable for many long hours on the road." Edmunds wrote glowing things that capture the thoughts of nearly every reviewer: "It's too bad Lincoln can't turn the MKS inside-out. The interior is the car's greatest strength."

Conclusion: The styling of the 2009 Lincoln MKS will help this new luxury sedan get noticed, in a good way.

2009 LINCOLN MKS PERFORMANCE

[7 out of 10]

Edmunds: "more powerful"

Jalopnik: "laid rubber in the parking lot"

Autoblog: "all of this works remarkably well"

Automobile: "Those thirsty for V-8-style power will have to wait"

The 2009 Lincoln MKS performs well enough to earn its luxury status, but its handling is more notable than its acceleration.

A new 275-horsepower, 3.7-liter V-6 powers the MKS. The engine performs adequately, with a high degree of smoothness and little noise or fuss. While premium fuel is required to hit the 275-hp mark, using regular fuel delivers a still healthy helping of horsepower with no change in fuel economy (17/24 mpg for front-wheel drive and 16/23 mpg for all-wheel drive).

Edmunds said "the MKS is motivated by a more powerful version of the Duratec motor...bored slightly to increase displacement to 3.7 liters." As a reminder, they noted that "if you use 87 octane in the MKS, the peak power drops to 273 hp and torque totals 270 lb-ft." Power is adequate in the MKS, but not lavish; Jalopnik wrote, "My concerns about pickup and handling were pretty much assuaged when I had to take a left turn across 4 lanes of highway traffic to head back to D.C. and laid rubber in the parking lot." Popular Mechanics agreed, noting the "3.7-liter V6 delivers smooth and entirely acceptable thrust considering the 4,127 pounds it's required to haul around. In other words, this isn't exactly the hot rod Lincoln of yore." Automobile notes, "Those thirsty for V-8-style power will have to wait until next spring, when the MKS will be the first recipient of Ford's new, twin-turbo, direct-injection, 3.5-liter V-6 engine," which Lincoln promises will deliver the "performance of a V-8 with the fuel efficiency of a V-6." Estimates are for 340 hp, 340 pound-feet of torque, and an estimated 23 mpg on the freeway.

The new Lincoln's six-speed automatic is seen in other Ford products such as the Edge, but has been thoroughly recalibrated for this upscale installation. In the MKS, the transmission includes a sport mode as well as manual shift capabilities. Throughout the hills of Virginia just outside of Washington, D.C., with the transmission in the sport setting, the gearbox shifted aggressively. Its performance was close to anticipatory and did an excellent job of keeping the Lincoln in the right gear at the right time—just what an automatic transmission should do. Popular Mechanics felt "the 6-speed's ratios are well chosen, but aggressive driving can lead to unpredictable downshifts—on several occasions we attempted passes which required one, then another kickdown." Motor Trend "preferred the Sport Drive mode the most, which means quicker up- and downshifts, yet there is little need to opt for the Manual mode."

Another bright spot for the 2009 MKS is its chassis. The MKS features a totally new multilink rear suspension (not shared with the Ford Taurus or any Volvo) with coil-over shocks and a retuned front strut suspension, then bolts them both to a reinforced chassis that is 35 percent stiffer than the current Taurus. The resulting ride is Goldilocks taut: not too soft and not too hard, even with the optional 20-inch wheels. Steering

response is quick, and while driving at street speeds, the understeer one expects from a largish front-wheel-drive sedan is totally absent. The MKS is also available with all-wheel drive. Commenting on the 2009 MKS's new chassis, Autoblog wrote, "Moving the [rear] dampers closer to the wheels allows for greater travel, thus improving their effectiveness. The extra travel allows greater latitude for the engineers to tune the damping behavior for the optimum balance between comfort and handling. On the road all of this works remarkably well." Smaller 18-inch wheels are standard, while 19- and 20-wheels are optional. The bigger wheels "fill the wheel wells nicely," but Popular Mechanics points out "they also transmit road imperfections resulting in a somewhat busy ride. Big concrete expansion joints and potholes send a bit too much motion up into the cabin, but the MKS certainly handles big sweeping turns with stability and confidence." Autoblog adds that the car's interior "calm isn't disturbed by the action at the road either. Even with low profile rubber on those big wheels, occupants don't take a beating...the new suspension setup proved its worth." Motor Trend says that overall, "The car drives with a substantial feel, yet is never ponderous."

As for the Lincoln MKS's brakes, Motor Trend notes that they "feel linear, responsive, and feel as though they have plenty of stopping power in reserve."

Conclusion: The 2009 Lincoln MKS has ordinary acceleration, but its sporty-shifting automatic and taut ride give reviewers new respect for the brand.

2009 LINCOLN MKS COMFORT AND QUALITY

[9 out of 10]

Edmunds: "dare we say, elegant"

Motor Trend: "cool and classy"

Autoblog: "proved its worth"

Automobile: "slightly richer hand feel"

Ford has gone to great lengths to improve the interiors of its vehicles, and products like the 2009 Lincoln MKS show the results.

The front seats in the 2009 Lincoln MKS offer "plenty of headroom for the tallest drivers," Motor Trend reports, "and the cabin feels airy and plenty comfortable." Car and Driver compliments the MKS's "large, well-bolstered seats with just the right degree of firmness."

Motor Trend adds that "back seat passengers will feel lucky, as the MKS has more

rear interior room than cars like the E-Class and 5 Series,” and gives “kudos too for a large and usable trunk.”

Edmunds says the 2009 Lincoln MKS's interior, comfort, and quality take "a thoroughly modern route that is, dare we say, elegant. The center stack that smoothly flows into a high center console is particularly nice, in a coupelike way. There's a ton of space inside the cabin." Importantly, Edmunds also observed, "The MKS gets acoustic laminated glass for the windshield and the front side windows. In steady-state cruising, the MKS rides around making a gentle hushing sound."

When you're driving or riding in the 2009 Lincoln MKS, Automobile points out that the leather is "nice, and it does have a slightly richer hand feel than much of the plasticized leather you see these days, but it doesn't have much of that pleasing leather smell that you get in more expensive cars. Both heated and cooled front seats are standard, as are heated rear seats." According to Car and Driver, "the leather for the seats comes from Bridge of Weir, the Scottish company that supplied hides for the Continental Mark II 50 years ago."

Overall, Motor Trend sums up the comfort and quality of the 2009 Lincoln MKS pretty well: "We've criticized Ford for cheapish interiors, but it has really bellied up to the bar for the MKS's cabin. The design is cool and classy, the materials are excellent, and it is a comfy, roomy place to live."

Conclusion: A roomy interior, underpinned with high-quality materials, set the 2009 Lincoln MKS apart from past efforts.

2009 LINCOLN MKS SAFETY

[9 out of 10]

Motor Trend: "5 of 5"

NHTSA: No data

IIHS: No data

Since it's a brand-new vehicle, the 2009 Lincoln MKS has not been crash tested yet by the National Highway Traffic Safety Administration (NHTSA) or the Insurance Institute for Highway Safety (IIHS).

The safety equipment you'd expect to see in a car the caliber of the 2009 Lincoln MKS is all present and accounted for: multiple airbags, including side curtains, stability control, and so on. While the 2009 Lincoln MKS has not been tested, the Ford Taurus on which it is based scored very well in government crash testing,

earning five stars in all four test categories.

Consumers could also consider the Lincoln's optional adaptive cruise control a safety feature, as it helps to maintain a safe distance from traffic while engaged. The Ford/Microsoft SYNC system also encourages safe, hands-free operation of Bluetooth phones and hardwired MP3 music players.

The option of having real-time access to weather through the Sirius system can also help drivers steer clear of dangerous weather (or toward it if one happens to be a storm chaser).

Conclusion: The 2009 Lincoln MKS provides a strong, safe environment for passengers, but it hasn't been crash tested yet.

2009 LINCOLN MKS FEATURES

[10 out of 10]

Automobile: "state-of-the-art"

Motor Trend: "the best on the market"

Autoblog: "no more dry wipers"

Ford's commitment to cutting-edge technology inside its cars is evident in the 2009 Lincoln MKS.

Automobile sums up the impressive equipment list on the 2009 Lincoln MKS: "Every modern telematics feature is either standard or optional, including a state-of-the-art navigation system with traffic reports supplied by Sirius Satellite Radio."

They also note the "push-button-entry feature that debuted years ago on [Lincolns](#)? It returns here...heat-sensitive, backlit numerals integrated into the B-pillar, and they become visible only after you run your hand over them."

Also on the standard-feature list for the Lincoln MKS are HID headlamps, power-adjustable heated and cooled front seats, heated rear seats, and leather upholstery. Car and Driver observes that "this is the most advanced and easy-to-use information-technology package on the market, at least for now."

Automobile, however, accurately points out that "The optional, 600-watt, sixteen-speaker THX II 5.1 surround sound stereo is absolutely superb, and the interface for controlling it through the high-resolution navigation screen is top-notch. Ford's SYNC system, which allows you to control an iPod or any other MP3 music player and a Bluetooth cell phone through voice activation, is standard. The Sirius Travel Link system can also provide nearby gas-station prices, movie listings, sports scores, and other real-time information through the navigation screen, which is the virtual command center of the vehicle."

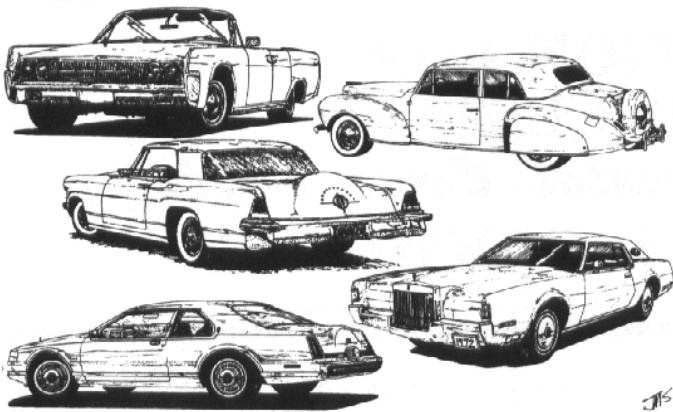
Motor Trend believes "the optional nav

system may be the best on the market. It places an 8-inch, VGA quality, high res screen high on the center stack, where it is easily seen and accessed. It packs four times the res of current Ford nav screens."

According to Autoblog, even the windshield wipers are **smart**: "I set the intermittent wipers on their lowest setting to try out the Rain-Sense system. Sure enough, as the volume of rain picked up, so too did the interval shorten and they eventually went into normal continuous mode. As the rain stopped, so did the wipers. No more dry wipers dragging across the windshield."

Conclusion: The 2009 Lincoln MKS may have the best technology features available today, but opting for all of them will cost you more than \$46,000.

MARK YOUR CALENDARS FOR THE UPCOMING EVENTS & MEETINGS ...



Saturday, August 16, 2008 for a No. TX Region LCOC lunch and CRUISE IN WAXAHACHIE

DIRECTIONS: South on I-35E. Take the US-287-BR exit, EXIT 401B, toward FM-664/Waxahachie. Turn SLIGHT LEFT onto I-35E S. Turn LEFT onto FM 664/OVILLA RD. Continue to follow FM 664. Turn SLIGHT LEFT onto US-287 BR E/W HIGHWAY 287 BUSINESS. Continue to follow US-287 BR E. Turn LEFT onto TEXTILE ST. Turn RIGHT onto WATER ST. End at 814 Water St, Waxahachie, TX 75165

LUNCH: Show up at 11:30 at **The Catfish Plantation**, 814 Water St., Waxahachie, 1-972-937-9468. Entrees \$11.00 and up. We have tried for several years to get us all there during the Orphans Car Show in February. We may have better luck in August. "Just 35 minutes from Dallas or Fort Worth takes

you back 100 years. One hour from Grapevine. Return to yesterday and enjoy the Gingerbread Trail Homes. It's a living history lesson that promises to open a doorway to your heart." Could be a good car photo opportunity also. **Don't**

forget your camera. Then let's cruise around Waxahachie

DRIVING CRUISE: Gingerbread Trail Homes
Almon Home – 1015 West Main Street
Cole Home – 315 Brown Street
Dougherty Home – 319 Harbin
Kollie Home – 1208 East Marvin Avenue
Martin Home – 311 Olive
Paul Richards Ballpark

And then before we drive home

ELLIS COUNTY TRADE DAYS: Convention Center. "Each weekend vendors from all over Texas and as far away as Colorado come to Ellis County to sell their wares at the most comprehensive trade days and flea market around. Items run the gamut from handmade crafts and plants to sporting goods and collectibles."

LINCOLN SHOW FEATURING NO TX CONTINENTALS - SEPTEMBER 13TH, 2008

The North Texas LCOC region is showing their cars at the Park Cities Ford, Lincoln, Mercury dealership, 1/2 block from intersection of Lemmon and Inwood, Dallas, TX on Saturday, September 13th 9 until 1 p.m. Ten members have volunteered so far, more spaces are available if you would like to use this opportunity to let others enjoy your classic.

4TH ANNUAL FALL CONTINENTAL CLASSIC. Friday, Saturday & Sunday October 17-19, 2008 in Athens, Texas

All the details will be mailed out separately in your invitation and registration packets, but plan now to be a part of this event. This years event is in beautiful Athens in east, with plenty to see and do. Go ahead and call to make your reservations now at the **Inn on the Hill at 1-903-675-9214**. Be sure and tell them you are with the Lincoln Continental event in order to get the discounted \$65 per night room rate. This includes breakfast. We average around 35 cars at each of these, but are expecting even more as additional people find out about this unique event. We are also sending out invitations to national LCOC members in surrounding states to see if they would like to join us for a beautiful fall weekend of classic Lincolns and time with friends. More details are on the way.

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: **Lana Hill**
529 Dunn Court
Grapevine, TX 76051



NO TX LCOC OFFICERS:

Lana Hill

North Texas Region Director
 817-481-6850
 529 Dunn Court, Grapevine, TX 76051
 joehillandassociates@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

NO TX LCOC

BOARD OF MANAGERS:

| | |
|----------------------|-------------|
| Wayne Orr | 2010 |
| Doug Mattix | 2010 |
| James Simmons | 2010 |
| Charlie Van | 2009 |
| Rann Allen | 2009 |
| John McNabb | 2009 |
| Lana Hill | 2008 |
| Joe Hill | 2008 |
| Carol Mattix | 2008 |