

TRUMPET HORNS

newsletter of the OHIO VALLEY REGION of the
Lincoln & Continental Owners Club



Volume 45, Number 3 - September, 2009
Ohio Valley Region of the LCOC - Chartered 1964



*Ray Smigelski,
Director*

DIRECTOR'S MESSAGE

Dear Members:

This year's weather has not been great for car events with rain. I understand that it rained at the Arthritis Show. Sorry I did not attend. There was a great turnout for the Dover outing and the weather was perfect. The rest of the year's events are planned. A theater play with dinner before is planned for October. If you have any ideas for next year's activities, please inform any one of us on the board or feel free to call me.

P.S. Thanks to all who helped with planning activities and your hard work this year.

Ray Smigelski, Director, Ohio Valley Region LCOC

OVR September Meeting Sunday, September 27, 2009 Annual Open Meeting

This is the 45th Year of the founding of our club and we will be having a dinner and open annual meeting on Sunday, September 27th at 2:00 P.M. It will be held at Mulligan's Restaurant and Pub, 4118 Belden Village Street N. W., Canton, Ohio 44718, 330-493-8239. Dinner will be on your own and we will need a head count, so if you haven't made your reservations yet with Walter or Carol Webb, 330-433-0255, please do so by September 21.

OVR October Outing Saturday, October 17, 2009

Dinner and theater production of "Fiddler on the Roof" at Beck Center for the Arts 17801 Detroit Ave., Lakewood, Ohio. Cost is \$18.00 per person. Dinner will be at 5:00 p.m. at Maria Restaurant, 11822 Detroit Avenue, Lakewood, Ohio. They have a great menu featuring NY Strip Steak, Chicken, DYO Pasta, Salmon, etc. Time for the theater is 8:00 p.m. Please inform Bill D'Auito (440-842-3515) by September 25th of your intentions of attending. Send Alan DuChene \$18.00 each to reach him by September 25th for the play. Alan DuChene, 410 Warner Road, Hubbard, Ohio 44425-2724.

Membership Report

Hello to all our O.V.R. friends:

As of August 1st, we have 95 paid members in Ohio Valley Region. I sent out reminders to several of you and those came in very well. Dues are due annually January 1- December 31. Dues should be paid by January. Many members pay at the Christmas Party. Dues were raised to \$15.00 in 2009 and will be the same in 2010. Some people like to pay ahead - whatever you choose to do, just think - New Year - New dues for O.V.R. \$15.00 is not a lot for all you get in return - beautiful newsletters, good information and good fellowship with a lot of good friends. Dues may also be sent to me at 222 Providence S.E., New Philadelphia, Ohio 44663. Hope to see you in Lancaster, Pa. Leah Gartrell, Membership Secretary.

PLEASE REMEMBER TO PAY YOUR DUES OF \$15.00

Send them to: Leah Gartrell, Membership Chairman

222 Providence Ave. S.E., New Philadelphia, Ohio, 44663 - Telephone: 330-339-1373

Biographies of Candidates for the Board of Managers

The following are members of the OVR who are seeking election to the Board of Managers. Ed & Joan Harants will be handling the ballots. Please use the enclosed envelope/ballot and mail to Ed & Joan Harants, 832 Lakeview Dr., Brunswick, Oh 44212-2679 by October 15th.



BOB DiCARLO - I am Bob DiCarlo and I am running for the Board of Managers of the Ohio Valley Region. I have been an active member of OVR for over thirty years. Most of those years were spent as a board member. I have also served two three-year terms as the Director. My wife, Jean, and I reside in Painesville, Ohio. I have always had a passion for classic cars and, of course, Lincolns are my favorites. Being a member of the Ohio Valley Region is a great way to enjoy this passion.



TOM GARTRELL - I have been a member of LCOC and OVR since 1990 and have served over 10 years as a board member. I own a 1976 Lincoln Black Diamond Mark IV. I want to express that I am a definite "American-made-car man."



TOM AKINS - I bought my first Lincoln Continental - a 1941 - when I was 18 years old. Still own it but it needs restored again. We have several Lincolns, none ready for showing. We have been members of LCOC & LZOC for many years. I enjoy the get-togethers of the OVR region. I would like to see more members take advantage of these get-togethers.



WALTER STOCKERT - I reside with my wife, Barbara, in Strasburg, Ohio. I am a retired Water Well Drilling Contractor, serving the North Central Ohio region for over 50 years. I have played an active part in the Vintage Car Hobby since I purchased my first vintage car in 1987. I bring to the table many years of volunteer service in all forms: being a member of the Lions Club International for 50 years, Past President of the National Ground Water Association, 16 years as Regional Director of the Veteran Motor Car Club and many other local and national volunteer services. I am dedicated to the "old car hobby" and believe that through friendly exchange of ideas and willingness to be involved, much can be accomplished.



You are cordially and warmly invited to the

Ohio Valley Region's Annual Christmas Party

Saturday, December 12, 2009

Our annual Christmas Party will be held once again at the historic Canton Woman's Club. An open bar with cocktails will begin the evening at 6:30 p.m. Dinner will be served at 7:30 p.m.

Please join us for our twenty-third year at this beautiful venue.

MENU FOR THE EVENING

Fresh Fruit Compote - Combination of Small Steak Filet and Breast of Chicken, Twice Baked Potato, Peas with Pearl Onions, Caesar Salad and for dessert Apple Cobbler with Vanilla Ice Cream.

Cost including tax and gratuity is \$30.00 per person

DEADLINE FOR RESERVATIONS IS SATURDAY, DECEMBER 5th

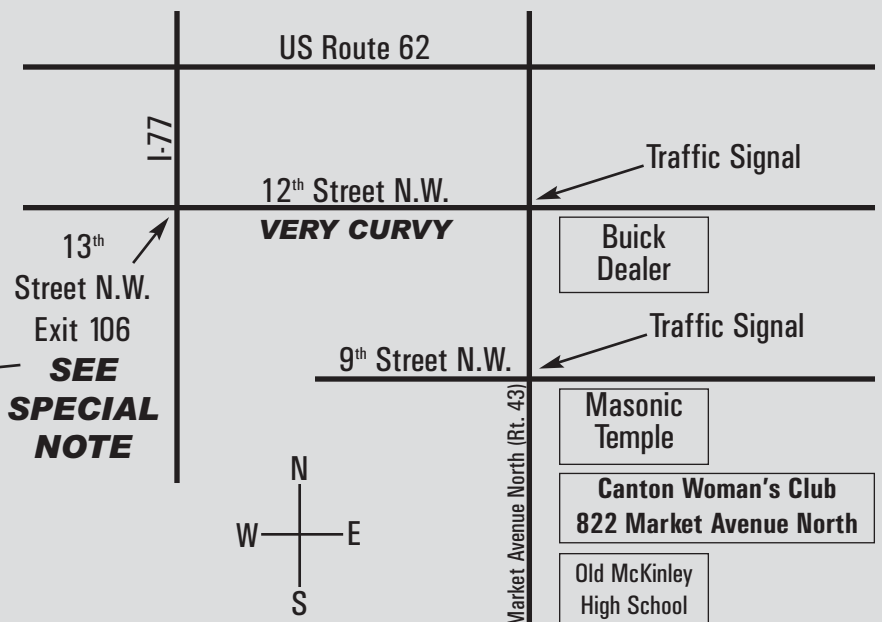
Please use the enclosed reservation card and self-addressed envelope to return your payment to Walter Webb.

DIRECTIONS TO THE CANTON WOMAN'S CLUB 822 MARKET AVENUE NORTH

The Woman's Club is located at 822 Market Avenue North. This is eight (8) blocks NORTH of Downtown Canton. Please see map at right for complete directions.

****SPECIAL NOTE****

When exiting from I-77, the signs say "13th street" but when you turn EAST, you will be on 12th Street N.W. Please stay on 12th Street N.W. until you reach Market Avenue North.



**SEE
SPECIAL
NOTE**

SNEAK PEEK by J.E. ROLL

It was good to see many of you at the "Gathering" in Dover-New Phila. this August. The museum visits are too short and it is very hard to absorb all the display details. It requires a visit when time is more available.



Lolly & Jim Roll

We have a lineup at the shop with opposite trends represented - original/restored/modified, etc. There is an early "Whippet" sedan (a barn find) that needs top and seat repair, an incredible wooden T. & C. Chrysler - (as good as they get), a nicely restored '41 L.C. Cab. in "Capri" blue (we did the interior last winter), a "Split Window" Corvette and last, but not least, a 1939 Buick Coupe with very extreme modifications. It has a chopped roof converted to hardtop style, pro-street- type driveline (large nailhead Buick engine) - chassis and all other under-carriage parts finished in stainless steel and fully painted and detailed. We are trimming it in a modern style theme with white leather and chrome and polished accents. The hard work is very visible and quality is top shelf! It's 5 inches off the ground. It was built by my long-time friend, Marion Espenschied, (you met him at the Koffel gathering in Huron, Oh.) He is also helping fabricate my Project X and several others.

The T.&C. Chrysler is totally restored to the highest "Concours" standards and will be a nationally recognized car. Cleveland area owned since 1962, it has interesting memories of years of use/storage/then restoration. "Part of the family", he says.

Our Lincoln lineup for the next 6 months is familiar: '40 L.C. Cab. (2), '41 L.C. Cab. (2), '47 L.C. Coupe, '48 L.C. Coupe, and as always '40 L.C. Cab. Project X.

We have several Woody Wagon seat sets from master restorer, Kevin Westmoreland, in Georgia (he does the cars for the Dingman collection), a '50 Mercury convt. and an original 18,000 mile '39 Ford sedan with an all leather interior.

Talking with several of our club members, there are 2 Zephyr projects that are beginning - a coupe and a convt. - both '41. I guess there's still a few out there!

At recent L.Z.O.C. meet, Mike Petros's '41 coupe and Bob DiCarlo's '42 L.C. were both high point winners - congrats! Mike also entered at Meadowbrook - haven't heard results.

Everybody here at the shop is ready for the Glenmoor show on Sunday, September 20th. It has grown to national prominence thru a lot of effort and support. Hope to see you there. Many Lincolns are featured this year.

Regards, Jim, Jan & Lolly

OHIO VALLEY REGION

OFFICERS

Raymond R. Smigelski
Director

Ron Huffman
Assistant Director

Alan F. DuChene
Treasurer

Ron Huffman
Secretary

Leah Gartrell
Membership Secretary

Sally Smigelski
Activities Chairperson
Telephone (216) 486-3505

BOARD OF MANAGERS

TERMS ENDING 2009

Thomas M. Akins - (740) 922-5738
Robert E. DiCarlo - (440) 357-7173
Tim Wilson - (740) 852-5934

TERMS ENDING 2010

William J. D'Aiuto - (440) 842-3515
Alan F. DuChene - (330) 568-7319
Ron Huffman - (330) 544-0848

TERMS ENDING 2011

Edward F. Harants - (330) 225-2877
John W. James - (330) 364-2408
Raymond R. Smigelski - (216) 486-3505

BOARD ALTERNATE

Thomas W. Gartrell - (330) 339-1373

BOARD MEMBER EMERITUS

Walter W. Webb

TRUMPET HORNS

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Outing Updates

JUNE OUTING

Those of us in attendance of the June outing at the Best Collection on June 7th were impressed as Dick and Evie Best did just as their name implies. Everyone saw 4 buildings full of cars, earth moving equipment, mannequins, hood ornaments and other things such as toys, gas pumps, kiddie cars, etc. One on the life-size hood ornaments is signed by Jay Leno. The mannequins are from New York and dressed in the Victorian style. Everything is spotless and still can be used today. (Thank goodness I do not have to clean them). The collection is still growing and each time I see it, I notice different things. Afterwards, everyone went to dinner and we had our own room. Attending the event were: Tom & Joan Akins, Bill & Judy D'Auito, Bob & Jean DiCarlo, Tom & Leah Gartrell, Ed & Joan Harants, John & Shirley Hetz, Ron & Maryann Huffman, Charles & Shirley Jandik, John Norris, Don Wem and Ray & Sally Smigelski. A SUPER BIG THANK YOU to Dick and Evie Best for having us, coming to dinner and becoming new members.

Submitted by Sally Smigelski

JULY OUTING

The July outing was truly a washout! It rained, rained and rained! Judging did take place but no awards ceremony. The best of the Lincoln class went to Ron & Karen Mihalik. Most all members enjoyed a lovely dinner at Ann & Tony's Restuarant after the show.

AUGUST OUTING



Sunday, August 16th, was a bright, sunny and beautiful day - a good day to get together with good friends. The morning started out with juice and coffee cake and sweet little goodie bags made by Barbara Stockert, served in the gazebo at Warther Museum in Dover, Ohio.

From there we walked up to the museum and toured that until 12:00. This is a wonderful museum that no one should miss. It is a once-in-a-lifetime museum with carvings by the world's master carver, Mooney Warther. You can go through it many times and still be in awe of it. At 12:00, we headed a few blocks away



to another museum - Auman Museum of Radio & Television - a large collection

of old radios, televisions and many old movie posters and prints of famous

people and artifacts - another unbelievable collection. We did not allow enough time to see all of it. After that, we caravanned out of Dover to the west

end of New

Philadelphia and had an

excellent meal at Hot

Rod City Cafe, which

has another collection

of old cars, gas pumps and car memorabilia. Those attending

were: Tom & Joan Akins, Bill & Judy D'Auito, Dan

Elliott & friend,

Brenda, Tom &

Leah Gartrell, Ed

& Joan Harants,

John & Shirley Hetz, Ron Huffman, John & Jeanie James, Dick & Pat

Kiko, Ron & Karen Mihalek, Jim & Cathie Neuhart, Jim & Lolly Roll.

Ray & Sally Smigelski, Rolland & Peggy Sluss, Walter & Barbara

Stockert, William & Clara Thomas and Walter Webb.



Submitted by Leah Gartrell

As promised in the June issue of *Trumpet Horns*, the following is Part Two of an article that appeared in *Old Cars Weekly* earlier this year. Reprinted with permission from *Old Cars Weekly*.

Author: Phil Skinner; photos from his collection.

Old Cars

WEEKLY NEWS & MARKETPLACE

Vol. 38 • No. 4

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January 22, 2009

Presidential Parade

Built as an open parade car, the X-100 was fitted with an optional four-piece "bubble top" that could be put on the car in several configurations. Many people believe that, had this top been in place while Kennedy was in Dallas, the shots would not have had the effect they did, and the president probably would have survived. A black covering was also provided to completely enclose the "bubble top," turning the car from an open parade vehicle to a more secure, enclosed limousine.

The 15-inch wheels were another change from the stock Continental, which normally rode on 9.00 x 14-inch tires. Special heavy-duty tires were used. A trip to the parts shelves produced the Continental Mark II wheel covers, which had also been on 15-inch rims. On the front bumper, two custom-built chrome pods were added, each containing flashing red lamps. Spotlights were mounted on the windshield pillars and flag stanchions with mini spotlights placed on the leading edges of the front fenders. A rear-mounted spare tire holder was fashioned, and the

rear bumper was replaced with step plates on either side for Secret Service personnel. Concealed in the deck lid were retractable grab handles for security people on the back. There were also provisions made for mounting running boards along the side of the car for additional security.

The interior saw a number of alterations, including a rear seat-mounted AM radio, special two-way radios in both the front and rear compartments and, for open-top parades, the rear seat could be raised up to six inches.

Soon after its delivery to the White House in February 1961, a few quirks in X-100 appeared. According to retired Ford public relations man Calvin Beauregard who was often in charge of the X-100 and other VIP fleet vehicles loaned out by the company, one of the biggest problems was the frequent loss of the Mark II wheel covers. These days, collectors have been known to pay as much as \$500 each for these hand-assembled items, but even in 1961, they were expensive.

There were a number of other small de-

tails that President Kennedy and his staff didn't like about the car in its initial form, and in the fall of 1961 it was sent back to Hess & Eisenhardt for revisions.

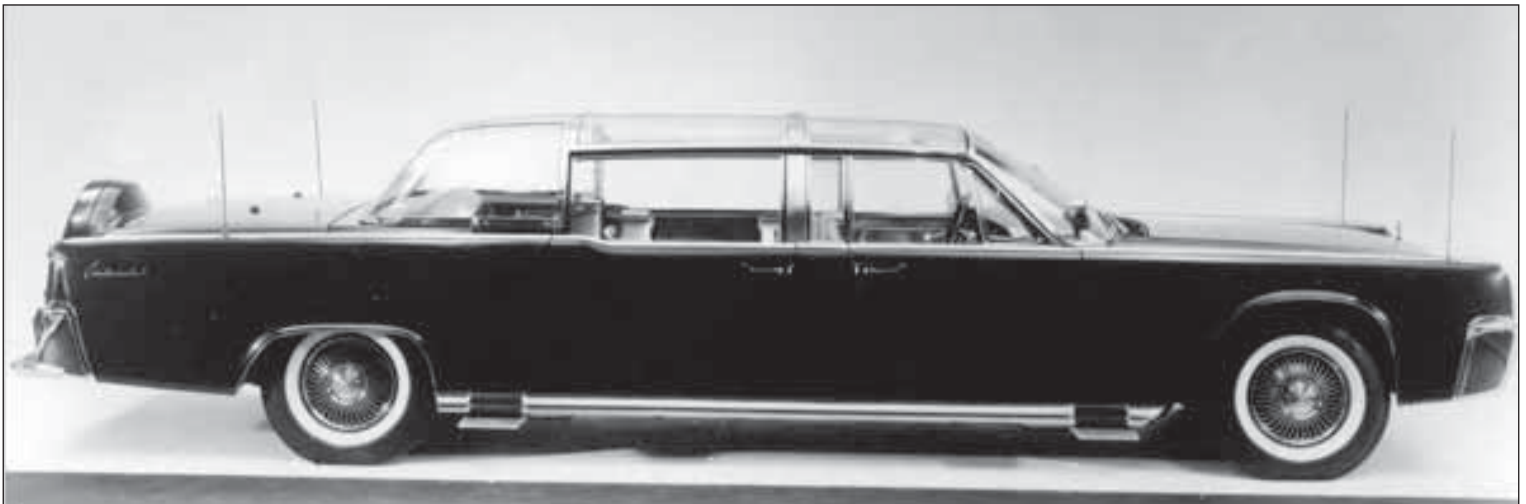
A list of a dozen items were presented to the company in September 1961. These included re-working the center body pillar to facilitate the full removal of the upper glass frame and pillars; re-working the cross-bars to make this conversion quick and simple; total removal of the partition between the driver and passenger compartments; construction of new front seat backing to fill in the area left by the partition removal; creation and installation of grab handles on the top of the front seat (to help steady the VIPs as they waved during a motorcade); re-working the rear seat to make it more comfortable and the installation of Ensulite pads (Kennedy had a bad back due to injuries received during World War II); addition of fillers to the rear floor to eliminate the drive-shaft hump; creation of a portable armrest, specifically filled with sea-sand and trimmed in leather; design and installation of robe-

straps for the rear side door pockets; installation of an updated 1962 front grille and bumper assembly; re-working of the red lamp assemblies to the new bumper; and a general clean-up of the sheet metal, as required.

The cost estimate of cost for this job by Hess & Eisenhardt was set at \$4,000, which was picked up by the Ford Motor Co. Several other tasks were also performed, including re-working the flag brackets, re-doing the canvas cover for the "bubble top" to include a smaller limousine-sized rear window and solving a perplexing problem with the left rear door glass, which was getting scratched whenever it was raised and lowered.

These were items that just couldn't go unchecked with the car that was carrying the president of the United States. It was also during this re-work that the original Mark II wheel covers were replaced with those from the 1956 Lincoln Premiere. These are the covers the car was wearing on that fateful day in Dallas.

While the X-100 car had left the Wix-



om assembly plant in Presidential Black, it was first delivered to the White House in a dark blue, which would later be referred to as "Presidential Blue." Surprisingly, there were very few security additions to the car when it was originally delivered. It had no bullet-proof glass, no armor plating, and while the tires were of a specially created "run-flat" design, they were not bullet-proof.

After Nov. 22, 1963, the X-100 Lincoln was whisked back to Washington, D.C. There, items that were considered evidence in the assassination, were removed, including the rear seat soft trim and the windshield. Reportedly, Henry Ford II contacted President Johnson and offered to have a new limousine constructed. For whatever reason, Johnson dictated that the X-100 be sent back to Hess & Eisenhardt and re-worked into an enclosed limousine suitable for presidential needs.

On a rush order taking just a few months and nicknamed the "Quick-Fix," the car was modified and returned to the White House fleet by the spring of 1964. Weighing over two tons more than when it had served Kennedy, the car now sported an entirely enclosed passenger compartment. The partition between the driver's area and the back seats was also returned. All-new "transparent armor" (or bullet-resistant glass) was installed in the windshield, side glass and over the rear portion of the back compartment. A center section was designed to be removed, should the VIP decide to stand and be visible to the crowds.

The interior was finished in pleated black leather, while the back was in a tasteful combination of navy and silver leathers. A trunk-mounted air-conditioning system was added for the rear compartment and a specially prepared Lincoln V-8 was installed under the hood. When first delivered, X-100 retained the 1962-style grille and the 1956 Lincoln wheel-covers.

To the rear, the deck-mounted grab handles were now permanent fixtures, and the removable running boards were replaced by retractable step plates. While the new X-100 configuration had a permanently enclosed, glass-covered passenger compartment, a new removable fabric top was designed to go over the top panels, and if desired, even block off the rear pane of side glass behind the back door.

The car was used extensively by President Johnson during his 1964 presidential campaign. Shortly after his landslide victory, it was again returned to Hess & Eisenhardt for a few more tweaks, including the addition of 1965 Lincoln-style wheel covers (with the regular production cars having gone from 14- to 15-inch



Possibly inspired by the X-100, Lehmann-Peterson of Chicago began producing factory-supported stretch limousines in 1964, with this being one of the very earliest examples produced.

wheels). Also, the replacement of the original tail lamps (used in production from 1961 to 1964) with the 1965-style units, which had chrome bars protecting the red lenses.

After his election in 1964, Johnson used the car sparingly, but a number of other government officials and visiting dignitaries were transported in the car, which Ford Motor Co. continued to own and maintain. In 1967, and again in 1968, the car was re-worked with improvements that included making the new center glass panel open. Richard Nixon used this open panel on a number of occasions during his term in office. Even after a new 1972-based replacement Lincoln presidential limousine was delivered in 1973, X-100 was kept in the White House fleet and went on to see service in both the Gerald Ford and Jimmy Carter administrations. After 16 years of use, X-100 was withdrawn from service and donated to the Henry Ford Museum in Dearborn, Mich. There, it would eventually be displayed with several other presidential vehicles, including the 1939-'42 Sunshine Special and the original 1950 "bubble top" parade cars.

The 'X-247' sedan

Several other Lincolns were in the White House fleet during the Johnson administration, including a custom-built 1962 "bubble top" car. Like the X-100, this car was given special treatment by Hess & Eisenhardt, but it started life as a base four-door sedan.

Given the code number X-247, this vehicle was fitted with a permanent Plexiglas "bubble top," given a very slight stretch, fitted with a partition, rear-seat air conditioning and even its own AM radio. When Johnson's daughter, Lucy, was married, the car was used in the wedding procession, carrying the bride-to-be from the White House to the chapel. Out at Johnson's ranch in Texas, Ford Motor Co.

was reported to have kept a constant flow of Lincoln convertibles at the ready for the president's personal use and, in 1968, the company added a custom-built limousine from Lehmann-Peterson — the firm that had created the first factory-promoted stretch limo program in conjunction with Ford.

Reportedly, Johnson believed these cars should not only provide quality transportation on the road, but also off-road when he needed to pursue a stray calf or round up a herd of Texas longhorns. These tales reportedly kept the local Lincoln-

Mercury dealership plenty busy, carrying out the repairs to the suspension and engines when the cars had been in the hands of the president.

The fate of presidential Lincolns

X-100 is still on display today at The Henry Ford Museum, in the same configuration as when it was retired in 1977. The 1962 X-247 "bubble top" car is in the private collection of John O'Quinn in Houston, but was, for many years, a part of the Presidential Cars Exhibition of the Auto Collections at the Imperial Palace in Las Vegas. Several of the Lincoln convertibles used by Johnson on his ranch, as well as the 1968 Lehmann-Peterson limousine, are on display at the LBJ Library and Museum outside of Austin, Texas.

It was quite a legacy that Ford Motor Co. created in providing the ride for the most powerful men in the world. It is a saga that will no be repeated anytime soon. Since the 1990s, the cars that carry the president are not retained by the car company, but by the federal government.

Many retired cars are eventually destroyed in bomb, bullet and other forms of testing — all in the name of protecting the leader of the United States of America.

Art Caldwell Auction

From Dick Kiko, OVR member, realtor & auctioneer, who felt there might be some interest in this auction of Art Caldwell's (deceased OVR member) property and quality items listed below.

Quality 2 Story Home – 5 Bay & 3 Bay & Single Garages, on 2 1/2 Acres Land - Hanover Twp – Washington Co., PA. 1931 Ford 4 Door Phaeton Convertible - 2003 Buick LaSabre – Quality Machinery & Tools – Lawn Equipment Furniture – Antiques – Guns – Ham Radio's & Equipment – Early TV & Radio Testing Equipment & Tubes – Etc.

Having suffered the loss of her late husband, Arthur L. Caldwell, owner will sell everything at Absolute auction, all sells to the highest bidder on location: 275 DEVILS DEN RD. BURGETTSTOWN, PA 15021.

Directions: From Ohio take US Rt. 30 east of East Liverpool to Pa Rt. 168 & south on 168 to Rt. 18 & continue south on Rt. 18 to Steubenville Rd and west toward Paris to Devils Den Rd & north – OR – Rt. 18 north of Burgettstown & Rt. 22 to Steubenville Pike Rd & west to Devils Den Rd. Watch for KIKO signs...

THURSDAY – OCTOBER 22, 2009 – 10:00 A.M.

REAL ESTATE TO SELL AT 12:15 P.M.

MARKET PLACE 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 James at (330) 364-2408 or email at j_james@roadrunner.com to place a free ad in our newsletter.

Your advertisement will run for four (4) issues. If your item sells, please contact John James.

FOR SALE - NOS/New parts and literature for 1936-1948 LZ/LC and 1969-1971 Mark III. Reasonable prices and satisfaction guaranteed. Please write your needs and/or ask for my free price lists. Earle O. Brown, Jr., 229 Robinhood Lane, McMurray, PA 15317. Telephone: (724) 941-4567 or Fax: (724) 942-1940.

FOR SALE - Large selection of Lincoln Parts - 1942-1948. Body data plates produced, \$40.00 each. NOS rear flip out ash trays for Lincoln & Packard, \$35.00 each. Richard Hommel, 2473 Giant Oaks Drive, Pittsburgh, PA 15241. Please write with your needs.

PEEP MIRRORS - For all Lincoln and Ford 3 window convertibles. These hang on the inside "U" rails to allow vision down right side of blind spot, \$30.00. Please contact Walter Webb, North Canton, Ohio at (330) 433-0255.

LZ & LC FIBERGLASS PARTS - Exact copies! 1936-37 battery cover, \$165.00; 1940-41 air cleaner top, \$70.00; 1940-48 under grill nose pan, \$230.00; 1940-48 under radiator pan, \$230.00; 1938-48 clutch and brake pan, \$200.00, 1936-48; 1942-48 radiator air deflect tray, \$80.00; 1946-48 vacuum tank, \$200.00; 1940-46 hot air preheater (no brackets), \$95.00; 1938, 48, LZ & LC floor pan gasket set, \$45.00. All prices now include US shipping. Akins Service, 8425 Latto Road SE, Uhrichsville, Ohio 44683. Telephone: (740) 922-5738.

WANTED - '40 Lincoln Zephyr/Continental front bumper or front bumper center section. Al Audette, 550 Covedale Ave. Cincinnati, OH 45238 513-922-0178-H, 513-484-9822-C.

FOR SALE - 1978 Lincoln Continental Town Car, 70,500 original miles, moon roof, all power, aluminum wheels, '77 skirts, new brakes including calipers, rotors, hoses, wheel cylinders, shoes, master cylinder, steel lines, rebuilt holley carburetor. Small dent in door. **MUST SELL.** \$2,950.00 OBO. Please call Tim Gitzinger at 937-241-2698 or continental40@aol.com



WANTED: For 1960 Lincoln Continental MK5 - FM tuner & cruise control. George Mistic, 1936 Duncan Ave., Allison Park, Pa 15101-2824 (412-486-8566);

FOR SALE - 48,000 mile original classic big bodied Lincoln. Cream exterior with medium gold jubilee interior. Original paint showing some rust on all four door bottoms. Solid pans and frame. All glass is good. All power accessories work well including power antenna. Good tires with original spare and jack. Nice original interior with no cracks on on arm rests or door panels. Good running 400 V8 with 3spd automatic. Contact Bennett at 614.596.2859. \$1,250.



FOR SALE - 1979 Mark V, rare Givenchy model in the Designer Series. One owner, 93,000 miles. Excellent dark blue leather interior. Needs some body restoration and paint. Estate Sale, \$1,000. Melody Perkes, Kirtland, Ohio, 440-256-8822. Car has been seen by Lowell Domholdt, 440-255-4234.

FOR SALE - 1960 Lincoln Mark V Convertible. Black and white leather. Scored 96 1/2 points at Columbus. Health reason forces sale. \$30,000. Walter W. Webb, North Canton, OH (330-433-0255)

FOR SALE - 1979 Lincoln Continental 2-dr. Collector Series. Beige - 6,842 miles - 1 owner. For more information, contact Dr. Yogendra Shah, 2001 Tremont St., Dover, Ohio 44622 or 330-343-9842 or 330-204-3568

FOR SALE - 1941 Zephyr 3-window coupe parts: 1 headlight ring & headlight switch, 2 hubcaps (1 good, 1 poor), rear bumper irons pr., instrument cluster - no lens, 4 stainless strips - R side poor, L side good, 2 others have holes, rear shocks, wheel cylinder, original volt regulator, glove box for pattern, horn relay, rear light wires, ignition switch, Lincoln underseat heater (good condition), fog lights, pair of parking light housings, heater switch & starter button, defrost cable & knob, rear light wires & ends, arm rests (pair), door panels for pattern, rugs, lighter base (poor), steering lock - choke and throttle chrome bezels - chrome & trim chrome bezels, 1942 door bezels & knobs, wiper knob (no plastic), metal front headliner bow. 1946-48 radio. Three beauty rings ? year. Asking \$500 for all. Contact Jeff Hattery - 330-878-7218 or by email - Hattery@roadrunner.com

Membership Roster

of the

OHIO VALLEY REGION

of the

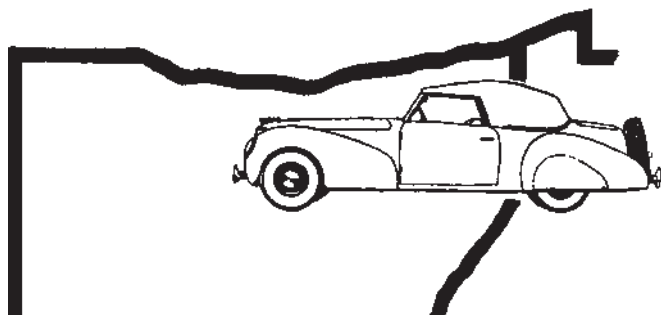
Lincoln & Continental Owners Club as of August 29, 2009

A special thank you to each member for their past, present, and continued support of our OVR region. You are greatly appreciated!!!

LAST NAME	FIRST NAME	STREET ADDRESS	CITY/STATE/ZIP CODE
TOM & JOAN	AKINS	8425 LATTO RD. S.E.	UHRICHSVILLE, OH 44683-6555
MIKE	ANDERSON	3870 SLEEPY HOLLOW RD.	BRUNSWICK, OHIO 44212
ROBERT	ANDREW	4673 TIRO ROAD	TIRO, OH 44887-9762
AL & JANICE	AUDETTE	550 COVEDALE AVE.	CINCINNATI, OHIO 45238
GENE & SHIRLEY	BARNHART	2805 COVENTRY LN. N.W.	CANTON OH, 44708-1321
DAVE & TERRY	BAYOWSKI	3686 NILES CARVER RD.	MINERAL RIDGE, OHIO 44440
CHARLES R.	BEATRICE	1521 BOWMAN AVE.	DAYTON, OHIO 45409
MARK W. & MELANIE	BICHE	2568 FAIRMOUNT BLVD.	CLEVELAND HTS., OH. 44106
MICHAEL	BLACK	2444 TIMES BLVD. SUITE 222	HOUSTON, TX 77005-3200
MICHAEL	BRADLEY	117 N. PINE STREET	DELMAR, DE 19940
JEFF	BRASHARES	2205 WINGATE DR.	DELEWARE, OHIO 43016
EARLE O. JR. & JEANNE	BROWN	229 ROBINHOOD LANE	McMURRAY, PA 15317
THOMAS S. & ALICIA	BURNS	25 GROFF RD.	BECHTELSVILLE, PA 19505
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JOHN A & CATHERINE M	CORSON	4375 S.R.38 N.E.	LONDON, OHIO 43140
LAWRENCE & CAROL	COURTNEY	844 WEYMOUTH RD.	MEDINA, OHIO 44256
WILLIAM & JUDY	D'AIUTO	3915 MAPLECREST	PARMA, OH 44134
ROBERT E. & JEAN	DiCARLO	420 BARRINGTON RIDGE	PAINESVILLE, OH 44077
LOWELL & MARY ANN	DOMHOLDT	9339 BUENA VISTA DR.	MENTOR, OH 44060-7060
ALAN F. & VIRGINIA	DuCHENE	410 WARNER RD.	HUBBARD, OH 44425-2724

CHRIS	DUNN	2025 GULF-TO-BAY BLVD.	CLEARWATER, FL 33765
DON & CARMELITA	EADON	4108 NORTH RIDGE RD.	PERRY, OH 44081-9754
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WILLIAM & CHRISTINE	EMLEY	9684 FT. LAURENS RD. N.W.	BOLIVAR, OH 44612-9801
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RICHARD & JOANNE	HADLOCK	3320 COLD SPRINGS RD.	AUSTINBURG, OH 44010-9735
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TERENCE M.	HOLMES	982 HAVENSPORT DR.	CINCINNATI, OHIO 45240
RICHARD O.	HOMMEL	2473 GIANT OAKS DR.	PITTSBURGH, PA 15241-2809
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JOHN & JEANIE	JAMES	741 EAST HIGH AVE.	NEW PHILADELPHIA, OH 44663-3015
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CHARLIE	JANDIC	4600 NEWTON ROAD	RICHFIELD, OHIO 44286
DAVID	JOHNSON	570 HIGHLAND AVE.	SALEM, OH 44460
DONALD & HELEN	KAMBAN	1443 E. HIGH AVE.	NEW PHILADELPHIA, OH 44663-3230
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RICHARD & PAT	KIKO	3656 WERNER CHURCH RD. NE	NORTH CANTON OH, 44721
RAYMOND	KLIMCZUK	4620 E. 88th ST.	GARFIELD HTS., OH 44125
DARREN	KLINGLER	3127 EAST 52nd ST. FLAT F	INDIANAPOLIS, IN 46005-1527
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JOHN D.	KOST	2982 HALSTEAD RD.	COLUMBUS, OH 43221
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RONALD & KAREN	MIHALEK	5168 TOWNSEND RD.	RICHFIELD, OHIO 44286
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RICHARD	OWSLEY	989 HIGHLAND AVE.	SALEM. OHIO 44460
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JAMES D. & REBECCA S.	PEACE	5321 SCOTT ST.	NEWTON FALLS, OHIO 44444
JERRY & LINDA	PEARSALL	521 HAWTHORN RD.	GROSSE PT. WOODS, MI 48236

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JEREMY D.	RICE	106 SULPHUR SPRINGS DR.	BATAVIA, OHIO 45103
JAMES & CAROL	RIEGER	7846 ANTOLIK RD.	GIRARD, PA 16417-8709
JAMES & LAUREL	ROLL	1117 HIGH AVE.	NEW PHILADELPHIA, OH 44663
DAVID J.	SAXAN	4433 ANGOLA ROAD	TOLEDO. OH 43615-6403
FRED	SEGAL	1740 BEACHWOOD BLVD.	PITTSBURGH, PA 15217-1714
JES	SELLERS	2332 DELAWARE DR.	CLEVELAND HTS, OHIO 44106-3116
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JACK & MONICA	SWEET	10 RIDGEVIEW DR.	UNIONTOWN, PA 15401-5230
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FREDERICK E. & LINDA	WAGLER	832 McNAUGHTEN RD.	COLUMBUS, OHIO 43213-3361
WALTER W. & CAROL	WEBB	1485 HILLBROOK AVE. S. E.	N. CANTON, OHIO. 44709
DONALD	WEM	9710 WHISPERWOOD CIR.	CHAGRIN FALLS, OHIO 44023
ALAN S. & JOAN	WHELIHAN	4975 WINCHESTER BLVD.	FREDERICK, MD 21703
TIM	WILSON	158 SOUTH MAIN STREET	LONDON, OHIO 43140
JOHN L. & HELEN	WILT	2000 SPINDLER RD.	HILLIARD, OH 43026
AL & MARGE	WINCEK	9523 LOMA DR.	BRISTOW, VA 20136
WILLIAM & SHARON	WUMER	6628 GRIFFIN BLVD.	FT MEYERS, FL 33908-2010
TIM & BILLIE	YEOMANS	7948 KUGLER MILL RD.	CINCINNATI, OHIO 45243
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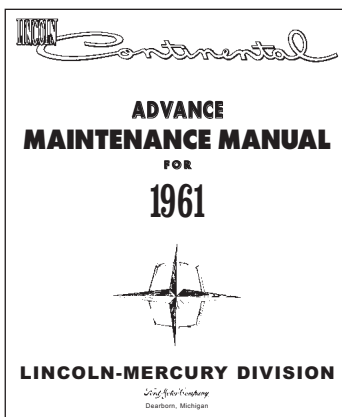
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