

Featured Lincoln of the Month



John Quebe's 63 at Alzafar Car Show, 2009
His Story on page 2.

"Fun with Lincoln." Happy 26th!

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has changed today. However, Detroit had something back then that seems to be lost today. Even the common-man's Chevy was stylish and fun to drive. Power was a principle feature in the 50's; the more the better. Detroit played to the buyers psyche that seems to be embedded in our DNA that driving is a desired experience and to some, a passion. From 1940 to 1969, Detroit seemed to focus marketing on the experience and pleasure of driving. This is where it has seemingly changed. For one, enter the foreign markets, diluting American styling, and subsequently, originality. I dare you to follow any vehicle today at night and at 100 yards successfully identify the brand, much less the year of the car just by the configuration of the tail lights. I could in the 60's. Today, the marketing is not as much about the experience or pleasure of driving as it is about how cheap it will be to get you there. The result is a diluted industry catering to the masses with look-alike cars equipped with wet noodle engines. I read an article recently that identified the Ford Taurus as a large sedan. Hmmm! The American automobile has become nothing more than a commuter tool. Is it something to be proud to own anymore? There is a thread in this industry that still reaches out to the real reason for owning any car. Read any automotive publication and it showcases several brands and models that are fun to drive, just like the good ole days. Ford Mustang, Chevy Camaro, and Dodge Charger are among the few American brands that espouse raw power and the experience of driving. And, with reasonable gas mileage to boot. Do you recognize the common thread these models have; they still reflect the classic styling of their predecessor; classic American design. Unfortunately these models are up there in the almost "wealthy" class if you option them for a true driving experience. I cannot solve the industries issues on one page, but what I felt driving the Texas hill country that pleasant Saturday morning was why I truly enjoy my 40 year old Lincoln. It is the experience of that ride and the drive. The feeling of 440 horses plummeting me down the road at 80, at short intervals of course. My 19 year old daughter has wanted a 60's Mustang since high school. Currently she drives a well equipped 2003 Toyota Highlander Limited. I found a 67 Mustang, and before I bought the car, I asked her if she was willing to give up all the luxuries of the Highlander for the basics of a 40 plus year old car. Her answer was, "yes, because I will be driving with style!" Right answer young grasshopper! the car is under reconstruction with power disk brakes, of course.

Lincoln Lingo

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Lone Star Region

26th Anniversary, Since 1984

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Director's Message - Pat Corbett

I was pondering what to say this quarter and while driving the 80 miles to Fredericksburg for the August event, it suddenly came to me. Parallel to my thoughts that day has been a concern over the automotive industry as a whole and all the problems they have today. I polled my past experience, which, took me back to my youth in Texarkana in the mid-50s. My dad had a dental lab, so we were what you would describe as a typical middle class family. Back then, just about anyone that could afford a car could buy a Chevy Bel Air or comparable Ford Fairlane. The more affluent bought Buick, Olds or Mercury. The wealthy drove Cadillacs or Lincolns. There was a level of status in what you drove and folks aspired to move up to the fancier car when they could afford it. I don't think much of that

Lincoln of the Month

Contributed by
John Quebe, San Antonio



John Quebe driving Shriner Mario Vargas in the Medina County Fair Parade, Hondo, Texas

I have always been a car nut and started with a 1955 Chevy 210, blue and white with a blue flame six cylinder. It was great transportation but not really a cool car in the early 1960s. I bought a 1967 GTO while in pilot training and had a ball until children arrived and the wife demanded a more appropriate family car. Much later, I stopped in a gas station to admire a restored 1936 Chevrolet sedan. I told the owner, Gus, it wasn't my cup of tea and I really fancied a 55 Chevy. He said he had one so I parked the wife and kids at the Dairy Queen and we went to see his 55 Bel Air two door hardtop with a 265 V-8 in almost running condition. I made an immediate down payment, he got the car running and I came back the next weekend, paid it off and drove it home. I spent years restoring the car and sold it just before I finished the restoration. A friend had been bugging me to sell it to him, so I named a ridiculous price and he came back with the cash in a briefcase.

I ended up with an Oldsmobile diesel station wagon after its owner had to dump it before he returned to Germany after his tour with me as a scientist in an Air Force exchange program. I never really wanted to learn how to rebuild a 5.7 Liter diesel but found it a challenge.

I stayed away from car work until my closest friend got me to join Alzafar Shrine and become a member of the Antique Carriage Club. I was a member for years driving other member's cars while searching for mine. I had always admired the 1961 through 1965 Lincoln slab side as beautiful and thought the convertible would make a perfect shrine parade car. The ones I found were either way too expensive (kids in college) or rust buckets. The search went on for years.

While waiting for a repair to be completed on my family suburban at our local garage, one of the two brothers who owned the business began discussing my old Chevy and I mentioned I was looking for a Lincoln convertible parade car. "Whoa" he exclaimed, "I have one in the shed behind the shop I want to sell." We looked and it was a 1963 convertible, Bermuda blue metallic, air conditioned, not rust bucket and the car was all there, minus the trunk interior. I brought a club member who had owned a 1965 convertible to help check it out and we found the top deck would not budge and the back windows did not work. It ran rough but was drivable. I offered him half of his asking price, told him I would pay the full price if he would put the top, deck, windows and air conditioning in working order. He said he would advertise locally and see what he could do.

Over the next year I would inquire how it was going, but it sat and occupied space in his garage. After trying to get me to raise my offer, he agreed to my terms, provided I did NOT bring the car to his garage for work on the top or windows. It turns out I bought the car for exactly what he paid for it.



Neighbors enjoying a Masterpiece of Automotive History

I drove it home, parked it in my garage and began collecting owner's manual, maintenance manuals, top repair and adjustment guides, electrical wiring schematics and the two parts manuals. I joined the LCOOC to get into the Forum and meet other owners to learn and get experienced help which I was sure to need. I learned that lesson from being in the Chevy clubs and could not have done the restoration without their expert help.

From the books I learned how to get into the trunk and found the system was the original brake fluid set-up with some dubious amateur repairs clearly evident. All the fluid had leaked out with most going under the rear seat. I got to it before any corrosion started and found the body sound.



First step was to restore the power train. I tore the engine down to the long block and found it had been rebuilt fairly recently and was really in great shape. I sent the power steering/windshield wiper pump off to Lubbock to be rebuilt, took the radiator to Falcon Radiator who restored and tested it so it looked new, found a carburetor shop on the south side who did a fantastic job rebuilding and bench testing it.

I rebuilt all the other systems and had problems with two systems. The air conditioning had to be updated to 234A refrigerant and that required a new condenser as the old one did not have sufficient surface area required by the new refrigerant. Routing the exit hose seemed straight forward until I closed, or tried to close the hood. The hood hinge went into the slot where I ran the exit hose and the two would not agree to work in the same space. I capped the system and put the solution on the back burner for another day.

I put most of the car back together in time to drive it to the LCOA regional meet here in San Antonio. I met Steve Oubliette. I brought my test equipment and Steve went through the top and windows electrical systems and we formulated a plan and the sequencing of steps to restore the systems to working order.



Window Motors and Gear Train ready to be installed after a Thorough Renovation.

The right rear window wouldn't work because the motor failed and someone jammed the window shut with a piece of lumber. Steve and I had a good laugh then stuck the lumber back so I could drive home. I found all I needed was a motor, a pillar switch and the cleaning of a lot of electrical contacts.

The hydraulic system was trash except for the solenoids. I rebuild the pump it worked well but did not put out the volume necessary to finish a cycle with enough crispness to trip the necessary switches. A new pump made all the difference. I can "trick" the system to get the top and deck where I need, but synchronous operation through cycles will require expertise beyond what I can find locally. I hear John Cashman will be through San Antonio later this year and if I can get the wife to agree to the expense, well, maybe.....

Toughest task was rebuilding the front suspension and steering. The ball joints had been on for over 40 years and took days to knock apart. Obtaining new parts was relatively easy, especially when I called Bakers.

The car is back together and fully operational except for the top. I began driving it to parades and in the circus and it is in demand for every parade to haul the mayor or other dignitaries. It participates in about 15 parades and the Shrine Circus every year and is perfect for dignitaries to enter, be seen and exit gracefully. The Kennedys recognized this and used a hybrid as the White House limousine.

The car needs minor body work, primarily rust from the deck frame, a good paint job, interior refurbishment/restoration and the trunk a total redo. The problem is finding sufficient time and money (together) to get er done. Anyone with expertise in the remaining task areas, I would greatly appreciate their assistance.



**John Quebe with the Shrine Imperial Potentate (Top International Shrine Officer)
Imperial Parade, San Antonio, August, 2009**

Editor's Note; John Quebe is in my opinion, the quintessential LCOC member. Besides a love for the brand, he likes getting under the hood and working on those things he can. And, he uses the car for both enjoyment and as an integral component of his Shriner work. As Editor, I don't necessarily look for the 99 point car to feature. I look for LCOC members, like John, who enjoy and share their Lincoln and their story. That is what makes the Lone Star Region a cultural smorgasbord of fun loving classic car owners.

Cow Creek Canyon Lunch Tour

Saturday, November 6th

Submitted by Rick Payton

Please save the date of November 6th to join the Cadillac owner's club for a drive through the beautiful hill country and a fine "home-cooked" lunch, too!

We'll meet for coffee and tire-kicking at 9:30 a.m. at the "*It's a Grind*" coffeehouse in Cedar Park. From Mo-Pac, take Hwy. 183A west (Research Boulevard) approximately 14 miles, and exit at the FM 1431 / Cedar Park / Round Rock exit. Turn left onto FM 1431. *It's a Grind* is located on the south side of FM 1431 between Highways 183A and Highway 183 (the address is 700 Whitestone Boulevard, which is also FM 1431). For those that would like a full breakfast, there is an IHOP at this same location. Please note that portions of Highway 183A are a toll road, and the pay-by-mail toll is about \$2.25. You can also exit earlier onto "regular" 183 north to avoid the toll; if so, turn right on FM 1431 to *It's a Grind*.

We'll depart *It's a Grind* at 10:00 to begin the tour. We'll head west for about 18 miles on FM 1431 through the town of Lago Vista and continue past the Balcones Canyonlands National Wildlife Refuge. About a mile past the refuge headquarters gates, we'll head north (right) on Cow Creek Canyon Road. This scenic 9-mile long byway crosses Cow Creek many times, running alongside limestone cliffs, deep pools and waterfalls, and beautiful wildflowers. We'll pause for pictures along the way as a souvenir of the day. At the T intersection with FM 1174, we turn right and admire country pastures and rolling hills for about four miles, then turn right again on RR 1869 for about ten miles, passing through the quaint town of Liberty Hill. At the intersection with Highway 29, we'll cross the intersection to the *Dahlia* restaurant on the left side of the road for a delicious lunch, with most entrees at about \$10.00. There is ample and safe parking.

After lunch, it's a quick two-mile drive east on Hwy. 29 to the intersection with Hwy. 183. Take 183 south, and you'll be back at Mo-Pac in 22 easy freeway miles.

To assure adequate lunch seating, please RSVP to Rick Payton not later than October 30th, 2010, for yourself and any guests. The tour will be led by Bob Zapotosky in his green '61 Coupe deVille. (*That is, until I pull around him in my Hot-Rod Lincoln - PC*)

We'll hope to see you on the 6th for Cadillacs and Lincolns in Cow Creek Canyon!

Editor's Note: Rick Payton is the current President of the Central Texas Cadillac LaSalle Club and LCOC member. As directors for our respective clubs, we want to expand our monthly activities to include more events in a combined format. There are members who own both brands and we want to enjoy these fine automobiles in fellowship together. If you have an interest in the Cadillac Club, contact Rick at 512 484-4501 or rick@rickpayton.com

Third Annual Alzafar Shrine Temple Antique Carriage Car Show
Saturday, November 13, 2010
Contributed by John Quebe

Last year, there were 108 cars registered for judging while over 400 attended the show. Proceeds from the show are used to support activities of the Antique Carriage Club, Alzafar Shrine, and the Alzafar Transportation Fund. This year, the Lone Star Region LCOC will enter our cars in support of the Transportation Fund

The Shrine of North America operates 22 Shriner Hospitals for Children throughout the United States, Canada and Mexico. Four Hospitals treat children with severe burn injuries. Three Hospitals have the only spinal cord injury units in the nation specifically for children and adolescents and 19 of the Hospitals treat children with problems of the bones, joints and muscles. Annually, Shriner Hospitals admit over 22,000 orthopedic patients, 3,300 burn patients and provide over 260,000 outpatient and outreach clinic visits.

THERE IS NO CHARGE FOR THIS “STATE OF THE ART” MEDICAL CARE

The Alzafar Transportation Fund is a restricted Shrine Hospital Transportation Fund for the sole purpose of transporting patients and their parents or guardian to our Hospitals. As such, donations to this fund are held exclusively for charitable purposes in accordance with Internal Revenue Code section 170 (c) for the benefit of Shriner’s Hospital for Children.

If you know of a child in need of burn or orthopedic care give us a call at 1-800-237-5055. For more information about the Shrine go to <http://www.alzafar.org/> on the web.

We hire two paid professional judges who have great experience in judging the diversity of cars present during such a show. Car categories are determined during the registration process so no car is outside any category.

I want to extend an invitation to all LCOC members to bring your car down for the show. I also know some of you have other classic cars and if you want, this show will be great opportunity to show it and have a great day among car enthusiasts in general.

I will bring my 1963 Lincoln Continental Convertible, Bermuda blue metallic. It is a parade car I enter in all Shrine parades (around 16 each year) which our temple supports. It usually hosts temple officers, but sometimes local mayors and other dignitaries. I never know who will ride until the day of the parade. My priority is supporting the parades so all restoration work is accomplished between events and the Dec-Feb break between parade seasons.

Last year Pat Corbett of Austin and Kevin Sprotberry of San Antonio entered their Lincolns and had a great day among the myriad of classics present. We look forward to seeing you here and supporting the cause.

To register your Lincoln go to the following web site and register on-line. You can pay at the gate. How convenient is that? [http://www.alzafar.org/events/3rd annual car show](http://www.alzafar.org/events/3rd_annual_car_show)



IN THE BEGINNING
THE 1939 LINCOLN-ZEPHYR CONTINENTAL
“THE MOST BEAUTIFUL CAR IN THE WORLD”

In the past, this column was intended to look at our beginnings by showcasing our founder, Elliston H. Bell, Jr. and most recently, a look back at the beginnings of the Texas Tri-Region meet held in Salado. This quarter, I would like to reflect on the car that, in my opinion, set Lincoln apart from every other production car at the time.

Going back to 1938, Edsel Ford had an automobile designer named E.T. (Bob) Gregorie. Over just a few years Gregorie became Edsel’s chief designer. In past discussions with Edsel, Gregorie had broached the subject of designing a sporty continental style car. The Model K was outdated at this time and Gregorie decided to give the Zephyr a “spiritual boost” and began sketching a new car over a scale drawing of the Zephyr four-door sedan.

Edsel dropped in during lunch one day and after Gregorie presented his sketch, Edsel was enamored and wanted one built right away. Because Edsel was going on vacation soon, design to prototype to implementation procedure was fast-tracked to get Edsel a car. In fact, a production 1939 Zephyr sedan was revamped by hand into the new automobile, based on Gregoire’s design. Gregorie referred to the process as “a backyard project” because it was done with so much swapping parts and hand beating metal to get it to where it needed to be.

And, because it was such a rush project, some mistakes were made, one of which in it’s correction, has become Continental trademarks. As the Continental was taking shape, Gregorie realized after seeing the rear end, the trunk, by design, was too small to hold a spare tire. After several hours conferring with Edsel, the decision was made to just place the tire on the outside of the trunk lid simply to keep the production on schedule and not have to redesign the trunk. A feature many car makers have copied.

Another feature resulted from expediency and not deliberate design intent. Edsel did not care for much use of chrome or large grotesque hood ornaments. Edsel instructed Gregorie to effectively “keep it simple,” and Gregorie obliged, as it made his life easier. Only the hood ornament, door hinges and trunk hinges were chrome. Ross Cousins designed the hood ornament in Art Deco styling, which was inspired by the Worlds Fair sphere and lance shown on brochures found at the exhibition.

Since the car was not built in the traditional sense, most other Ford designers were completely oblivious to the project. Jaws literally dropped when the car was rolled into the studio. The prototype was shipped to Edsel in Palm Beach. The car was an instant hit.



By the time Edsel returned to Detroit, the popularity of the car among his Gold Coast friends inspired the decision to make this a 1940 production car. Edsel christened it the Continental. Formally speaking the car was the Lincoln-Zephyr Continental. Only 404 Continental were built during the 1940 model year. These were literally hand made automobiles.

This automobile literally saved the Lincoln name, since the K car was phased out. The Continental was not developed out of any specific guidelines other than Edsel telling Gregorie he wanted a new car that was “long, low, and rakish,”

Thus, the eventual creation of the fabulous Continental, resulting from a serendipitous chain of events. Edsel wanted a sports car and Gregorie needed to jazz up the Lincoln line. The Continental fulfilled both men’s desires.

Bob Gregorie was interviewed for an autobiographical book about his years with Ford, and particularly Edsel Ford. When asked about the Continental, he responded with mixed emotions, “It’s profile was just about perfect.” “It was just so simple, it couldn’t help but look nice.” “...I never prized it as a beautiful piece of work.”



Well, the world prized it as a beautiful piece of work. Gregorie’s Continental has been the only American luxury car ever honored for design excellence by the Museum of Modern Art in New York. And, Architect Frank Lloyd Wright told a reporter in 1940 that he thought Gregorie’s Continental was “the most beautiful car in the world.” Few automobile designers can claim such distinction.

If you enjoyed this snapshot of both a great man and great car, you might enjoy my source, Edsel Ford and E.T. Gregorie, by Henry Dominguez.

Editors note: I want to thank LCOC member, Phillip Knapp for sharing his photographs with me and mentoring me by introducing me to these fabulous years of automotive history. The story of Edsel Ford and Bob Gregorie is truly fascinating and inspiring.

“Corn-fed Engines”

Submitted by Pat Corbett

I was visiting with one of our member's mechanic, Gene Green. The stable of cars he is vested with caring for is diverse with all eras and all brands. The collection spans at least 60 years of automotive history including the Ford Model T and a beautiful Ferrari. This mechanic's job is to make all of these cars functional and capable of being driven at anytime. My point here is this mechanic has a long history in the business and currently is working with a broad segment of automotive mechanics. Recently Gene was exercising the Cobra and after starting the engine it quickly erupted into an engine bay fire. Fortunately the fire was quickly extinguished, but none-the-less, the engine and hood were scorched. Since then, the Cobra has been restored to it's classic appearance and performance. Soon after that, Gene was going to exercise the Super Bee and smelling gas, he immediately investigated to find the MOPAR carburetor dumping gas on the manifold. Gene concluded in both of these instances that Ethanol type gasoline was a contributor to the failures. Since that fateful day, Gene has been on a mission to upgrade fuel line components in all of the cars with Ethanol resistant products.

At this same time we sent out an email notice to our LCOC region members regarding the problem with some recommendations to help fix it. So, you ask, what is the problem? The problem is that Ethanol is not friendly to rubber. You know that alcohol and driving don't mix. Well add to that, alcohol and rubber don't mix. It makes it brittle and subject to failure. Oh, and by the way, the industry does not beat a path to your door to inform you of this little fact. Without inspiring conspiracy theories, the current government policies would promote the notion to see our classic cars off the road only to be viewed behind glass in some museum. Our cars are antecedent to the popular political notion that we must get 35 MPG and have a zero carbon footprint to be considered politically correct, or so it seems to me anyway.

Some research with my favorite investigative reporter, Mr. Google, unearthed a plethora of hits in the marine industry by searching for “Ethanol Resistant Fuel Line.” After a few phone calls to marine parts distributors, and discussing the ethanol issue, I was almost sucked into believing there was a conspiracy to remove the motor boat from America's waterways. The issue is much greater with boating people. The inboard motor poses a higher level of risk than a standard motor car engine. The boat engine is concealed in an enclosed fiberglass shell and the envelop is equipped with purge fans and other safety features. Marine gasoline fuel line is better than automotive fuel line in that it is designed for both the marine environment and is more UV resistant than it's automotive brother. Fuel line has a propensity to let fuel permeate through the hose. Gas vapors collecting in the hull of a boat could be a most exciting moment for the operator. That is why the marine industry has developed their own type of fuel line to stringent permeation specifications. Ethanol exacerbates this issue since it does not like rubber. And, to this end are marine fuel lines that exhibit extremely low permeability.

We are not hit quite as hard as the maritime industry, but none-the-less, must consider the condition and take steps to protect our classics from potential engine bay fires or at the least, fuel system failure. The key for the classic car enthusiast is to use a fuel hose rated for the service that has low permeability. This product has been around for some time, but, because we have standard carburetor type fuel delivery, we would normally use standard fuel hose. Modern engines having a fuel injection fuel delivery system have fuel lines rated at higher pressure. The lower pressure fuel injection hose is rated for 180 PSI and can be installed using regular hose clamps. The more exotic fuel injection systems use special connector and is far above our needs with our engines.

AC Delco and Gates both advertize low permeation hose. Regular fuel line is manufactured under SAE30R7 specifications and are rubber lines with a braided reinforcement. The low permeation hose is classically known in the auto parts industry as Fuel Injection Hose (the 180 PSI variety) or MPI (Multi-Port Injection) hose and is manufactured under SAE30R9 specifications. I have included the AC Delco sheet on their product for your information on page 10. The difference between R7 and R9 hose is an internal liner of Fluoroelastomer which is the silver bullet to resist alcohol, alcohol fuel blends and diesel fuels. Fuels will continue to morph as engine technology and political winds shift the automotive horizon. The one constant here is our classic engine and keeping it healthy.

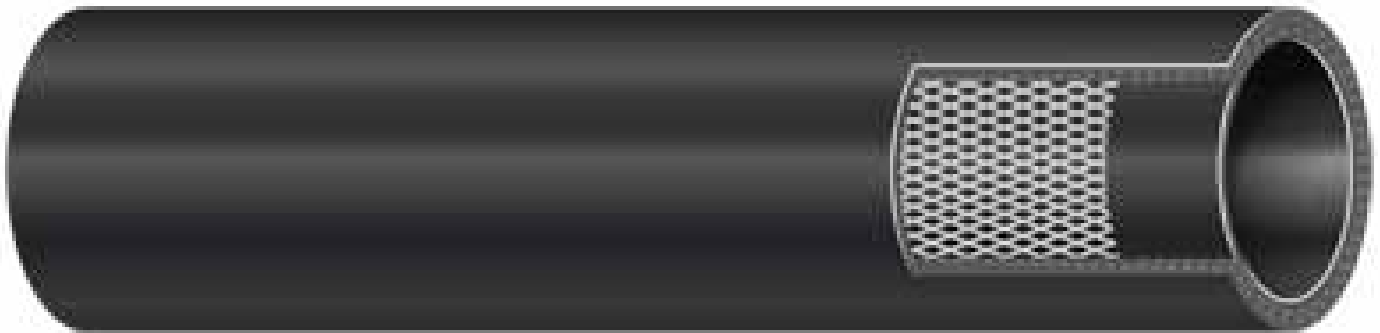
During my research I came to the realization that we Lincoln owners have a wide assortment of fuel line specifications to meet. The 50's Lincolns have fuel lines with compression connectors, the 430 CID in the 60's has a smaller fuel return line to the fuel tank, and the 460 CID engine adopted the usual 3/8 inch line we see up until fuel injection changed the whole engine architecture. Visually speaking, these hoses look alike except for the inner liner that keeps the corn in the crib. I have included a couple of photos of hose I had in the shop so you can see the similarities.

One issue we have run into is finding automotive hose small enough to accommodate the 430 engine fuel pump return line fittings. We note these lines are usually sleeved. Marine grade fuel line does look different and does come in the smaller internal diameters. My recommendation is to use marine grade line in the sleeve. Live long and prosper!

“Corn-fed Engines”

continued

I believe the trade-off between engine safety and authenticity is justified. Who wants a perfectly original burned out hulk? My guess is the judges will overlook this considering the purpose.



SAE30 R9 hose cut-away showing the Fluoroelastomer lining. This is classically know in the industry as Fuel Injection Hose.



Standard Fuel Injection Hose illustrating typical markings. Note the PSI rating and SAE30R9 indications.



Regular fuel line, SAE30R7, that IS NOT Ethanol resistant. Found in classics routinely as that was the right hose for that era.

Maybe corn fed girls from Nebraska are solid American stock, however corn fed engines can become a true nightmare if not treated with proper fuel delivery modifications. Where the cost of fuel line is seemingly expensive from the usual \$1 per foot to \$5 per foot, you have to realize that for under \$10, you can re-hose a 460, and under \$20, a 430. Hydraulic houses can make your compression fitting style hoses. All of this is cheap compared to the potential outcome of not attending to it. Also, ask for carburetor kits with Ethanol resistant parts; they are available. If you do not know what is under your hood, then ask the mechanic that works on your car and have him replace the fuel hose elements of your system. Perhaps you have a car with an in-tank fuel pump. SAE30R10 is right for submerged hose. The point of this article is to make you aware of the issue if you were not before now, and give you a direction to take. Depending on the make, model, and year, you will have to take it from here. Like Smokey Bear, I say, “*Only YOU can prevent engine fires!*”

Install ACDelco Permeation-Resistant Fuel Line Hose to Help Avoid Comebacks



ACDelco Fuel Line Hose (SAE 30R9)

Fuel line hoses are designed to carry gasoline from the tank to the fuel pump, through the fuel filter, and to the fuel injection system. Select sections of the fuel line are made of rubber hose to help absorb vibrations from the engine and road.

Fuel line hose comes in two types: those that meet the SAE 30R7 standard, and fuel injection hose that meets the requirements of SAE 30R9.

Standard fuel and oil (SAE 30R7) hose is rated for low-pressure applications at 50 psi working pressure up to 3/8" size, and 35 psi for sizes over 3/8". This general-purpose hose contains a light reinforcement, and the rubber materials can be any compound that is suitable for fuel, oil and vapors.

However, fuel formulations at many US refineries are constantly changing as proprietary blends are introduced according to government mandates and seasonal influences. At times, more aggressive fuels can extract the oils that give SAE 30R7 hose its flexibility. Engineers caution that the result can be a brittle, stiff tube that could greatly reduce the performance and service life of the hose.

ACDelco fuel injection (SAE 30R9) hose or MPI (multi-port injection) hose is reinforced to handle higher pressures up to 180 psi. It can be used on all injection systems that use hose clamps but it is not designed to replace coupled assemblies on fuel injection systems.

Designed for low permeation contact with a wide variety of alcohols, alcohol fuel blends, and diesel fuel, ACDelco Fuel injection hose allows 15g/m²/day permeation whereas standard SAE 30R7 hose allows 550g/m²/day. (Our fuel injection hose routinely performs at 1g-to-2g/m²/day of fuel loss, which is well below the allowable standard.)

ACDelco SAE 30R9 hose uses a laminated tube of Fluoroelastomer, as a thin wall inner layer backed by traditional compounds. This first layer helps protect the rest of the hose from permeation from aromatics, oxidized gasoline (as can occur in fuel injection systems), ethanol or oxygenate additives and a wide range of petroleum-based products.

The laminated tube helps resist cracking caused by "sour gas," which forms when unused gas is returned to the fuel tank. As an added benefit, this hose helps reduce emissions because fuel can't evaporate through the hose walls.

The ACDelco SAE30R9 hose is also recommended for diesel fuel because its fluoroelastomer tube resists deterioration caused by some diesel fuel additives.

As refineries produce cleaner fuels and lower allowable permeation rates during the "vehicle at rest" condition, older hose specifications such as SAE 30R7 are becoming less reliable and are no longer specified on OEM automotive fuel applications because of stringent permeation standards.

Therefore, engineers assert that the best choice for automotive fuel line hose applications today is fuel injection SAE 30R9 hose. For independent service centers, it is the best choice to help reduce comebacks and for high performance trouble-free service in a changing fuel environment.

For submersible applications such as on the in-tank fuel pump, only SAE 30R10 hose should be used, because when the hose fails, the pump will fail. Low-swell fluoroelastomer compounds in the tube and cover resist gasoline and diesel fuel permeation and aging. Standard hoses have these fuel-resistant characteristics in the tube portion only.

Contact your ACDelco Distributor or visit acdelcotechconnect.com for more information.

REAL CAR GUYS KNOW

ACDelco

Other News From Around the Region



Connie in front of her new home, the Man-Cave

The Rev. Paul and Mary Worley of Cibolo, Texas, recently purchased "Connie", a 1970 Mark III from our members, Kevin and Kari Sprotbery of San Antonio.

Paul served our church in Buda on occasion a few years ago, and driving up in a 2008 MKZ, named "Caroline," I was inspired to introduce myself in relationship to the Lincoln Club. Paul told me about his restoration of an '86 GMC, Step-side, with a 350 CID engine, including Edelbrock additions and Flowmaster exhaust, and a cam that is really too radical for the street, by his own description. "Little Red" is a working truck, although he is treated gently. This conversation led to me giving him a free membership to LCOC. The rest is history.

Once Connie arrived at her new home, it was obvious the garage was just too small, thus, the addition of a new, high bay, 30x40 garage/shop (Man-Cave) with

attached 24x40 pavilion. The Man-Cave houses Little Red, Connie and Yoder, a 2009 Harley-Davidson Road King Classic. Paul and Mary love touring the open road on Yoder. While Paul and his grown sons enjoy tinkering in the shop, Mary entertains family, grandchildren, and friends out on the pavilion.

Paul, a 7th generation Texan and Texas Aggie, spent nine years in Naval Aviation, 17 years as a Marine Chaplain, and retired after 29 years as an Episcopal priest. Currently, he serves the San Antonio Police Department as Chaplain. He cannot remember when he was not enamored with cars and motorcycles, as he regards them as symbols of man's imagination and ingenuity, and, if they are fast, all the better. He even uses Connie in his healing ministry. Recently he took Connie to visit a sick friend who loved the big cars of the past. Just seeing Connie really brightened her day. !Go Girl!

Connie is a fine example of a well cared for Lincoln. Kevin has spent lots of time and money repairing the mechanicals, making her a road worthy machine. Paul's next step is to focus on authenticity with a notion of practicality and bring her to anew level. Since he enjoys driving and using the car, he will balance this effort between the two. Considering Paul's professional career, he does not subscribe to the notion of beginning a journey "on a wing and a prayer."



Connie and Little Red in Paul's Toy Box

September Meeting of the Lone Star Region



Rick Peyton w/Rudy, Joe Frey, Linda Corbett, Karen Frey & Hank Henley share in good food and fellowship.

Several members gathered at Hank and Charlotte Henley's home locate on the scenic banks of Canyon Lake, just west of New Braunfels, Sunday, the 19th for food and fellowship.

Our newest member, Rick Payton, was in attendance. Rudy, the Henley's Dachshund divided his time between Rick and my daughter Sean, constantly begging each of them to throw his ball so he could retrieve it. Fortunately, no crystal or pictures were broken in this effort.

Our adopted member from Bryan-College Station, Joe Northrup, attended with Rick. Joe is doing a masterful restoration on a '63 Continental. Hopefully the car will be ready for Salado. From what he told me about it, the car will be a beauty.

Other News From Around the Region

Cont.

Charlotte gave us a financial report. We have over \$1,900 in the bank. This is in part to the good graces of Gulf Coast region who shared some of their proceeds with us to help defer the cost of the tent we had a Doc's on Friday night. Considering the abrupt rainfall that night, it was good

This meeting was also our annual board election. The following board of managers were uncontested and unanimously re-elected to a second term for 2011. For some, they forgot how many terms they have served, like some in Congress!!!

Pat Corbett - Director
Hank Henley - Asst. Director
Charlotte Henley - Treasurer
Mark Ferrari - Membership Liaison
Gail Remy - Manager (Austin and territory north)
John Quebe - Manager (San Antonio and territory south)

Since we are a large region by geographical land mass, I want to give members a contact, besides myself, depending on where they live. We want members to feel free to contact us on anything



Jim Heil and his grand-daughter, Emily (front) with Sean Corbett and Joe Northrup (rear) enjoy a burger on the deck overlooking Canyon Lake. Nothing could be finer!

and if I am not available, there is always someone that is.



Joe Frey enjoying a good Merlot

The meeting quickly turned to year end activities. And some discussion on activities for next year. We ventured outside the box in 2010. some of our activities were well attended, others not. We hope to learn from this and prepare a roster of events for 2011 that will encourage participation and draw new members into the club.

Rick Payton is also the President of the Central Texas Cadillac LaSalle Club. Rick owns a '56 Mark II and looks forward to Salado next year. We discussed the notion of combining our club activities in the future, since he has several club members that own both Cadillacs and Lincolns. We are planning a driving tour of Cow Creek in north Travis County for Saturday, November 6th. This will be a wonderful drive thru pristine hill country in a parade of classic Cadillacs and Lincolns, road hogs gone hog wild. Rick will be driving the Lincoln for this event. We also made a pact at the meeting for LCOC members to not make disparaging remarks to our GM brothers, but we did not dispel any attempt to quell drag racing during combined events. You just have to pay your own fines.

The next weekend we need to clean the bugs off the wind shield for the 3rd Annual Alzafar Shrine Temple Car Show in San Antonio. Last year we had three Lincolns. We are expecting several more this year as this meet's popularity grows. John Quebe is a major player in this event which raises much needed funds for the transportation division of the Shrine Children's Hospital.

The end of the year would not be complete without the Annual Christmas Party held at Joe and Karen Frey's, in San Antonio. This year, we will organize a pot luck for sides, with Karen providing the main entrée. We did discuss the notion of alternating the Christmas party between cities, Austin - San Antonio, to lighten the work on the host family. Karen has hosted this event for over fifteen years and is willing to continue in that stead. However, as we grow and our membership expands in both metropolitan areas, it seems like a good idea. More discussion on that later.

July Event - Detailing Your Lincoln

A dozen Lincolns showed up in Buda at the Buda City Park Pavilion to escape the July heat and enjoy Linda's fajita dinner and learn some great Do's and Do Not's when it comes to preparing your Lincoln for a car show or just cleaning it up after a ride in the country. We even had a spot cooler and cold beer to temper our spirits.

Danny Bench from B.J. Body and Paint presented a program from a professional perspective. His presentation focused on exterior finishes, old and new, with emphasis on some of the most common mistakes people make in simply washing their car.

Danny cited three major impacts to automobile finish in order of impact.

1. Owner Neglect
2. UV light
3. Weather related



Danny Bench giving Lecture on Proper Care of Body Finishes and Interior Treatments



George Thorne, Don Farish, and Danny Bench Fussing over George's Beautiful Convertible

Some Don't's to keep in mind.

Do not use Armorall on anything, Stay away from products containing silicone. NEVER use any automated car wash or use a high pressure washer on your finish. Do not use a power buffer unless you are a professional body man. The heat produced by the buffer can damage the finish. Stay away from petroleum distillate products like tire black for show purposes. It does break down the rubber over time.

After Danny shook his finger at us for about an hour, we gathered around the table for a fajita dinner with all the trimmings and visited around the parade of Lincolns parked under the roof.

Some items to remember included:

Always wash in the shade. Use Dawn liquid detergent for soap. Use a clean rag each time; do not re-use a wash mitt that has not been washed itself. First rinse and wet the car and start at the top and work down, doing tires and wheels last. For vinyl tops, use a soft brush only as if you were washing a peach.

When waxing, only do a small section at a time. Only use a Carnuba type wax. McGuire's wax is a good choice. Wax at least every 90 days. Cheaper waxes have more water content, thus do a lesser job.

Use 4/0 steel wool to clean glass and chrome. Will not scratch chrome but will remove surface rust and road film. Same for stainless trim.

For leather, use mink oil to treat and preserve. Mild soapy water to clean and then dry with towel.



August event - Nimitz Museum Tour, Fredericksburg



Original Admiral Nimitz Museum which originally was the Admiral's birthplace

The tour begins along a winding corridor of time-line history that educates the attendee on events and people responsible for bringing the USA into the war in the first place. Then you enter a submarine exhibit with a full size Jap submarine and the bombing begins. You thread your way around the maze of exhibits which, of course, includes the famous Roosevelt speech which does live on in infamy and a final exhibit containing a non-loaded atomic bomb which was dropped on Hiroshima and Nagasaki.

You will not tour this museum in less than four hours and when you finish, you leave with a new respect for the men and women of this country that gave their all to protect our freedoms.

The hot August days did not dissuade members from journeying to Fredericksburg to tour the Admiral Nimitz museum and the National Museum of the Pacific War. This museum complex is a national treasure. And, we in Texas are proud to have it. The museum is the largest and most complete exhibit of Pacific war history ever created in a 33,000 square foot building

This place is more than the typical museum you tour. Where many museums are room after room of relics and displays with podiums explaining the display, Nimitz is a totally interactive showcase of video and audio representations of the Pacific Theater. There were many children present, all of which were fascinated with the displays. There are more than 800 artifacts with 32 media installations, and literally hundreds of rare historical photographs and recording of actual soldiers reflecting on their service.



Lobby of National Museum of the Pacific War



The Gang enjoying great German food across the street at the Auslander Biergarten and Restaurant
Picture compliments of Jim Heil, Lavernia

You cannot leave this tour without walking down the street to a combination indoor/outdoor exhibit called the Pacific Combat Zone, containing a full size PT boat, just like the one JFK made famous. Our tour-guide was a sporty young lady who has interacted with several visiting WWII veterans including PT boat crewmen. This interaction has given her a medal that makes one want to follow her into battle. And, you can if you come back on designated days. These re-enactment artists fire a WWII flame thrower and burn out a concrete bunker, 50 caliber machine guns, and drive a tank onto the scene and fire the canon, much to the chagrin of people living in the close by neighborhood.

All in all, if you are 8 to 80, you cannot spend \$12 at any event and get the value you receive from this emporium of American patriotism. If you are ever in Texas and have even the slightest interest in Pacific War history, you will not be disappointed in your visit to Fredericksburg. I hope you like good German food also. Here is the URL link to the museum.

<http://www.nimitz-museum.org/Index.asp>

MEMBERSHIP

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

Richard (Rick) Payton; Rick is a big classic car enthusiast with both Cadillac and Lincoln sharing garage space. Rick is President of the local Cadillac club that is similar to LSR in geographical area. If you also own a Cadillac, you may want to contact Rick on their activities.

Jason Bartley; has a 62 Convertible. Let's all welcome Jason and encourage him to bring the 62 to one of our next events.

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

Lincoln Sightings

"It Started with a Kiss" (1959)



The Lincoln Futura was a concept car designed by the Lincoln division of the Ford Motor Company in 1955. It was displayed on the auto show circuit in 1955. Futura's styling was extravagantly impractical even by the standards of the '50s, with a double, clear-plastic canopy top, exaggerated hooded headlight pods, and very large, outward-canted tailfins at both ends of the vehicle. Nevertheless, the Futura had a complete powertrain and was fully operable in contrast to many show cars then and now. The original concept car was painted red in 1959 and was featured in the movie "It Started with a Kiss" starring Debbie Reynolds & Glenn Ford. Following the filming of the movie, the car was sold to George Barris for \$1. The car was parked in a back Hollywood lot and rusted away for several years before it was used as the inspiration for the original Batmobile in 1966.

CLASSIFIED ADS

We are including a copy of the pledge card supporting the Lincoln Foundation Motor Car Museum to be constructed in Hickory Corners, Michigan. Please consider contributing to this worthy cause. Henry Leland created the Lincoln Motor Car and Edsel Ford developed it with the passion of producing the "Finest automobile in America." Few would dispute that declaration, and the museum will showcase this fine automobile's history and development. Did you know it took four days to construct a 60's Lincoln? Nothing could be finer!

MY PERSONAL SUPPORT FOR THE LINCOLN MOTOR CAR MUSEUM

■ Please join your friends and supporters of the Lincoln automotive heritage in making a generous gift for the purpose of building a museum with which to share with the public the history of the Lincoln brand. Contributions for the museum building fund of the Lincoln Motor Car Foundation are welcome as a one-time gift or as pledge payable over five years, appreciated securities, or as part of your estate planning. The gifts can be made in your name, in commemoration of someone you wish to honor, or as a memorial to a loved one or friend. Appropriate recognition of your gift will be made at the museum site. Many special naming opportunities are available, or one that particularly appeals to you can be created. ■ The Lincoln Motor Car Foundation is organized as a not-for-profit Michigan corporation and is recognized by the Internal Revenue Service as a public, tax-exempt foundation under Section 501(c)(3) of the Internal Revenue Code. Your contributions to the Foundation should be tax-deductible from your federal income tax.

Supporter's Name(s) _____

Postal Address/City/State/Zip _____

Telephone _____ E-mail Address _____

Pledge Amount \$ _____ Enclosed: _____ Payable Over 5 Years: _____

Name (s) for Recognition _____

Some available naming opportunities (payable over five years if desired):

- Walkway Bricks \$100 Patio Pavers \$500 Interior Benches \$1000 Gardens \$5,000
 Exterior Stone Benches \$10,000 Patios \$25,000 Exhibits \$25,000 Galleries \$50,000

Please make checks payable to the Lincoln Motor Car Foundation and mail to:

Jack Shea, Treasurer • Lincoln Motor Car Foundation • 5022 Harbortown Lane • Fort Myers, FL 33919-4651



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FAX 512.385.1010

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Bulletin Board

“Where Members Can Reach Out to the World”

Gail Remy of Georgetown is looking for a 61 thru 67 Convertible. If anyone has one they are interested in selling, or knows where he might find one (besides Ebay), contact Gail at his email, GLOBE1969@yahoo.com. He is also looking for parts for a 64 Sedan, or maybe a 64 sedan parts car!!!

Jim Meyer of Llano is considering selling a 94 Town Car in an effort to reduce the size of his fleet. This 94 is clean, well maintained, and is a great driver. Jim and Charlene have come to several of our Region meetings in it. I have personally driven it and it is a super ride. If you have an interest, give Jim a call. He is in the Directory.



David Storm of San Antonio has decided to not finish the restoration of his project '66 Convertible. He has parts available that go with the car. David is asking \$6,600 and can be contacted at cdavidstorm@gmail.com or (210)-414-5413.



William Lorenzo found us thru the Austin American Statesman showcase of our club. He owns a **1988 Town Car** with less than 52,000 original miles. The car was purchased new for his wife, and she is not driving anymore. The car has been continually garaged and Bill has all the maintenance records. He is asking \$10,000. You are welcome to contact Bill in San Antonio at 210-684-1995

Notice: Last month we announced the rumor of a possible move by TxDot which is now TxDMV concerning the use of antique license plates. One of our local members who works at TxDOT researched the rumor and confirmed that our antique license plates will still be accepted at your county tax office when registering your vehicle. TxDMV is outsourcing the license plates and that brought out the concern our privately obtained plates would no longer be accepted.

The Bulletin Board is provided for Members of LCOC for the express purpose of sharing information among members, passing on tidbits of knowledge, and general good will. If you, or your Lincoln, has something you want to share, or have a need, or seeking information or help, send your posting to Pat Corbett, at his email: pcorbett@austin.rr.com

Technical Assistance and Words of Encouragement

As a classic car club, we all have one thing in common; finding competent and honest help working on these fine autos. People are always asking me for advice or who's who in the market place. Presented here are names of some trusted proprietors you can take your car. If you know of anyone you want to promote, please submit it to Pat Corbett. Besides the usual suspects presented in the Comments advertising section, these are local folks to the Austin/San Antonio area you can count on. I say nothing about the cost of their service as the purpose of this column is to only speak to the character of the Owner of the shop and how they treat their customers.

Brown Radiator Sales and Service

Blaise Brown, Proprietor
2605 S IH-35, Ste 800
San Marcos, Texas Phone: 512 396-2940

Review; This may be a drive for you, but you will not be disappointed. Blaise Brown will attend to you directly in his pristine shop. He is professional, will not sell you anything you don't need, and will accommodate your schedule when necessary. He has repaired several '60's radiators and accumulator tanks to the satisfaction of the owner at a reasonable price. He also specializes in gas tank repair and coating.

Long's Automatic Transmission

Pat Long, Proprietor
11926 Manchaca Rd.
Austin, Tx 78748 Phone: 512 282-3151

Review; Pat has done my transmission service on my drivers for several years. When I took my 69 Sedan to have some seals fixed and slipping bands repaired, he spoke fondly of memories in his dad's transmission shop in the 60's where he grew up with his dad and his 64 Lincolns. This shop is a second generation extension of that original. He delights in working on these early cars and takes a personal interest in them.

BJ's Body Repair

Danny Bench, Proprietor
11833 Manchaca Rd
Austin, Ts 78748 Phone: 512 296-5731

Review; Danny has seen my face too many times as it usually means fixing a ding in the Lincoln or one of my drivers. Danny is "old school", does little direct insurance business, and you will not find a can of Bond-O in the shop. If you have a restoration needing some rust issue attention, or, somebody damaged your daily driver, let Danny give you a quote. He loves classic cars and he is a classic himself.

Precision Radio

John Henshaw, Proprietor
12134 Colwick
San Antonio, Tx 78216 Phone: 210 979-0905

Review; John gives personal attention to every radio passing through his shop. And, when he cannot repair a radio, as some parts are now just impossible to find, he returns the radio with no charge.

Gabriel & Son Upholstery Shop and Custom Auto Interiors

113 Texas Ave
San Marcos, Tx 78666 Phone: 512 392-8072

Review; Dick Burdick (Dick's Classic Car Garage) has used this father and son operation for years, which speaks volumes on their quality and service. You don't survive in a small town doing crappy work.

Hydraulic House

6300-A Burleson Rd/
Austin, Texas 78744 Phone: 512 385-7100

Review; When I needed to build a custom brake line hose, I was referred to these specialist. Brake lines, hydraulic lines, and fittings are their specialty. These folks don't shy away from any problem you bring them which is why so many custom hot rod folks use them.

Technical Assistance and Words of Encouragement

Albert Shedlock

934 Old Rt. 66
Greensburg, Pa 15601
allincoln@aol.com
www.allincoln.net

Review: Roy Carrigan has used AI for several repairs. He says that AI has been very knowledgeable and fair on prices for Lincoln parts he has in stock.

Apples Lincoln Parts-R-Us

14387 West Exposition Dr.
Lakewood Co. 80228
303-980-6325

Review: I and several other members will attest to Art's professionalism and honesty. I personally have spent many minutes on the phone with Art, taking counsel of his vast knowledge, and it is always given with genuine hospitality and enthusiasm for the club and it's members.

Protect your Flat Tappet Engine

The Technical Session at Salado by John Ronshausen, revealed good information on which modern motor oils will protect the vital components of a flat tappet engine. New engines with roller tappets do not need one vital component, ZDDP, an anti-wear add mixture designed to protect the cam surface. It is important to understand the cam is a malleable metal construction with a hardened surface. If the surface is not protected, as in the tappet rubbing constantly on the surface of the cam, then heat and friction will wear down the hardened surface until the softer inner core is contacted. Engine failure is the result. This can be compared to the enamel on your teeth. Once the enamel surface is breached, decay is imminent.

Below are motor oils that contain high levels of ZDDP. Keep in mind that this add mixture is generally good for 2,500 to 3,000 miles, after which you should change the oil. Generally speaking, two products today carry the ZDDP necessary to protect your camshaft. Racing motor oil and Diesel engine motor oil will both work fine in your classic engine. I have chosen the Valvoline VR1 Racing oil, 30W, and my 460 purrs like a kitten. Depending on your access to auto parts houses, you may find other products more accessible. The diesel engine oils are everywhere for obvious reasons. I might add that because we own cars in what some would class as a dying breed, I contend we are not, but, none-the-less, use due diligence and stay alert to changes in the oil product you settle on. Our overly wise government has plans for the trucking industry in years to come, thus, potentially putting our cars at risk again.

John presented several products which we have listed here that will be most suitable in your classic flat tappet engine.



Kendall GT 20w50
Chevron Delo 10w30 (15w40)
Chevron Delo H.D. 30
Mobil Delvac 10w30
Shell Rotella T 10w30
Motorcraft Diesel 10w30
Valvoline VR1 Racing 10w30



The products shown here are examples found in typical OTC parts stores such as AutoZone and Costco. A Google search for the referenced brands revealed many sources, discussion blogs, and store locations.

Lone Star Region-2010 Roster of Events

Last Quarter Activities - Ending the Year with a Bang

October: Friday and Saturday, the 8th & 9th, Fall Continental Classic in Palestine. Tour thru east Texas to a city from a bygone era, a city with over 1,800 historical sites, graceful Victorian homes and Magnolia trees and Cotton Woods set on pristine lawns. Join us for Mint Juleps and lovely Lincolns.

November. Saturday, the 6th, Lone Star Region LCOC, will be joining our GM brothers sporting classic Cadillacs in a combined event. This will be a driving tour of Cow Creek Canyon with lunch at a quaint restaurant. A full write up is included in this newsletter.

November: Saturday, the 13th, Alzafar Antique Car Club show in San Antonio
<http://www.southtexascc.com/galleries/alzafar2009.htm>

December: Sunday, the 5th, Joe and Karen Frey's home, San Antonio, Annual Christmas Party, a fifteen plus year tradition. This event defines the fellowship of this region with an exquisite meal at their home. Pure party, pure fun, pure Lincoln.

"Fun with Lincoln"

"Fun with Lincoln" is the motto of the Lone Star Region, LCOC.

Lone Star Region Lincoln and Continental Owners Club

MEMBERSHIP APPLICATION

Name _____ Spouse _____
Address _____ Home Phone (____) _____
City _____ State _____ Zip _____
E-mail _____

MEMBERSHIP: The primary member and their spouse are both members and receive all of the member benefits. Both may participate fully in all club activities. Dues are \$20.00 per year per family.

Please make your checks to Charlotte Henley-Treasurer, and remit to:
Charlotte Henley
1180 Kings Point Drive
Canyon Lake, Texas 78133

YEAR	MODEL	STYLE	VIN (SERIAL NUMBER)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

This publication is a product of the LCOC, Lone Star Region, for the purpose of supporting and entertaining it's members. We encourage members to contribute to the Newsletter, stories, anecdotes, pictures, and anything that would promote the fellowship and enjoyment for it's members. We hope to encourage participation in club events and the sharing of knowledge gained through the ownership, preservation, and maintenance of our Lincolns. If it were not for members like you contributing to our newsletter, it would be what it is today.

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

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

I hope you enjoy this publication, and will be willing to contribute your story and share your **Fun with Lincoln** with the others in the Region. By sharing your story, you not only share your enjoyment or frustration with the classic Lincoln, you both entertain and inform other members bringing value to our club.

Happy Motoring!! And remember, *Have Fun with Lincoln!*
Pat Corbett, Lone Star Region, Director and Newsletter Editor