January 18th in Phoenix, Arizona was the concluding day for the LCOC National Board meeting. Two days prior, the board members tackled tough issues. Since membership in our club has waned for several years now, the issue of income versus expenses prevailed and drove the discussion. I circulated a detailed expose of this meeting last month to all of you, so let me summarize the results that impact us the most.

Membership dues have traditionally jumped $6 every six year, dating back to 1996. 2014 signals another jump year and it will be. Members renewing, and new members joining after July, 2014 will pay $48 per single membership. This increase includes the five year memberships. New membership forms will go into effect then, so if you are to renew in July or later this year, do it before July and save a buck!

Our greatest production costs are in our magazine and Directory. Continental Comments is the Holy Grail of LCOC, so our focus was how to reduce costs of the Directory without reducing value for the member. The result of that discussion led to deleting the information that is readily available on the LCOC website, such as club Constitution, Bylaws, Concours Rules, etc. The notion is to keep it more purist as a Member Directory so members that use it can have other member’s or technical folks contact information. The Directory will also be placed on the Member’s Only area of the website.

Website overhaul has long been considered and tinkered with. We actually navigated the site in our meeting and it became obvious that it has become unwieldy to use. TMI reigns supreme in what the viewer encounters in navigating the site. Mitch Carr will be methodically leading the charge to clean house and refocus the site to something more useable, inviting, and friendly.

The Lincoln Motorcar Heritage Museum is having its Grand Opening in Hickory Corners, Michigan this coming August 9th. Thirty years ago on August 12th, the Lone Star Region of LCOC was born. Join us in Hickory Corners to celebrate both.

As the new Vice President for Regions, my message to the board was simple. The most important asset of LCOC is our current membership. Let’s not let the fact that “we are a car club” overshadow the fact that it is the people that make it work, or not. Like a good restaurant, it is word-of-mouth advertising that gives success or failure to the business. Our business is having “Fun with Lincoln” and enjoying the motorcar and the people that embrace the same passion. LCOC membership costs about $75 annually. Cost of a roadworthy classic Lincoln average is $15,000. Relationships and friendships from activity in the club; priceless! The neat thing is you can have the first and last without the middle.
Normally I limit my comments to one page. The first page is my bumper sticker message, but this time I want to expand on some things that I believe are important to us and our Club.

Membership is a predominate issue in all car clubs with the exception of a few. Marque clubs are experiencing a drop in membership and their leadership is wringing their hands in anguish as to what to do. I am relatively new to the club compared to many on the Board or amongst the membership. I am no oracle of wisdom or soothsayer of things to come. But, I have learned from my short term of various leadership roles in LCOC and other professional organizations.

The one thing that stands out to me is this. The club is about people having fun with their cars, competing in shows to display their hard work, and learning about a rich element of American history. Henry Leland along with Henry and Edsel Ford have a unique place in automotive history, so playing with their cars is to some extent our paying homage to these great men who had a great vision of the American landscape and future and through their effort, sculpted automotive history.

If you are a LCOC member and have a Lincoln of any age, there is one thing we should all agree. It is the passion for the brand that ties us together regardless of our specific goals or aspirations from Club membership. A few are so passionate they spend endless hours tweaking their showpiece Lincoln in a quest for the highest honors at Lincoln and other car shows across America. This takes deep pockets, of which many of us do not have. A majority of Club members are as I would like to think, more mid-ship and delight in the fact that we can own one of these classics to drive and enjoy. Some of us are experienced mechanics, and others are not. At the end of the day, it makes no difference in enjoying the fellowship we enjoy with each other. That is especially apparent to me in our Lone Star Region.

What does make a difference is that combined as a whole, we are the largest technical brain trust on the Lincoln motorcar in the world. Yes, we know more about these cars than today's Ford people. So it makes sense to me that with this distinction we want to be some of the friendliest and accessible folks in the world when it comes to sharing our passion and knowledge for the brand.

The Club is made up of Regions signifying geographical segments of the Club. The Club members in those regions do things together. Three time a year there are National meets that are sponsored by and located somewhere in a Region. These activities promote the greatest opportunity to grow our Club. People walk off the street to see what's going on when they see a field of land yachts of any brand. Some of my best friends have come by way of the Club over the past seven years of my involvement in LCOC. The welcome I received from my Region's leadership is what kept me involved. My experience with my Region's members, my friends, has shown me that individually we are responsible for bringing new people and cars into the Club.

We can create the most exotic website, publish the fanciest magazine, and even give away memberships till the cows come home. However, nothing will effect our membership roles more dramatically than the impression YOU and I have on other members or guests. YOU and I are LCOC. Regardless of what your level of activity is with the Club, it is the impression we leave behind in the path we take that others remember and grow with or away from.

I know that we cannot please everyone all the time. Regardless of our effort, someone will not be happy. Life is complex and nobody has all the answers. One thing I believe we can all agree to do is to have charity of heart in our relationships with other Club members and guests, and let that charity expand itself like rain and sun on seeds planted in good soil. There is a saying that "what goes around, comes around." I firmly believe that and have witnessed it in my life.

I want to thank each and everyone of you for being great ambassadors for our little Club.

That's the best we can do.
Back in 1958 I lived in Watertown, South Dakota and drove a nice 1954 Mercury Monterey, two-door hardtop. One day I was at Rozum’s Ford Lincoln-Mercury dealership looking over the cars. They had just taken in on a trade a 1953 Lincoln Capri two-door hard top. The color was Colonial Blue with dark blue and off-white leather upholstery. I wanted the car, but it was not to be. Years past and several cars later the Lincoln Capri was always in my thoughts.

Do fast forward to 2008. Perusing the Hemming’s Motor News I saw in the Lincoln section the car I never got in 1958, but always had wanted. In fact, it was the same color, Colonial Blue, and this car had less miles on it than the trade-in is drooled over at that time. The car was advertised with 47,000 miles. I bought the car, site unseen, and arranged a shipper to transport the car from the Los Angeles, California area. (First basic mistake; do not by a classic car without first looking closely at it.)

When the Capri arrived, it was not exactly as the seller had stated. It needed body work, engine and brake work, and the upholstery was rotten. So many lies on the seller side and he had my money; all of it. The old adage of let the buyer beware fully applied.

So, I dug into my pocket a bit deeper and started restoration immediately. Since stopping is the ultimate end goal of driving, I completely went through the brakes; power brake booster, master cylinder, wheel cylinders, brake shoes, wheel bearings and seals. After a compression test on the engine, we found it to be solid. The only work done to the engine was a tune up with new spark plugs, wires, points, and new carburetor to top it off. Of course I detailed the engine bay to Lincoln enthusiast expectations. Servicing and adjusting the transmission made the car run like new again.

Now to the body shop for body work. Two years later, she looked very nice. When I got her back, I put new tires on her and took her for a spin, so now I was getting happy! The upholstery shop I had done business with before took her in and completely replaced the upholstery to factory specifications. A few weeks later plus two milk cans full of money, the Capri was complete, and I had the Lincoln I wanted in 1958.
Lone Star members gathered at the local post office for lunch on a temperate Sunday afternoon. Well, that is mostly true. The weather was temperate.

In 1915, William G. McAdoo, then the Secretary of the Treasury, was commissioned to build the city of New Braunfels its first federally built United States Post Office. Once completed, the Post Office quickly became a first-class facility for locals to send and receive mail, conduct financial business in the Treasury Department, and as many have told it, to catch up on the “news and gossip” around town.

The current owners of the building has restored this beautiful New Braunfels landmark, that was closed to the public for 25 years, back to its grandeur of days gone by. Looking around you will discover many photos of the construction of this building. Look even closer and you will find that many pieces of equipment and machinery from the original Post Office have been reused to decorate McAdoo’s Seafood Company.

This place is a delightful meal punctuated with a history lesson. It is obvious by the design of the building that the post office was deserving of premier quality in construction and its postmaster was a prestigious position to hold in the community.

McAdoo’s Seafood Company presents entrees that are just as prestigious in taste and presentation. The ambiance makes you feel special; as if you are dining among dignitary. The whole place, food, and wait staff give you a most prestigious and fulfilling dining experience. We will be back!
The crew that makes up most of the active LSR membership gathered at Dick’s (Dick Burdick) Classic Garage in San Marcos for an afternoon among vintage and some priceless classics and then on to Palmer’s with the spouses and signifi- cants for a belated Valentine’s dinner.

Don, Gene, and Ed from Don’s Crestview RV collection with their ladies, toured the back country to San Marcos in what might be considered a quintessential collection of classic icons of both American and European auto history.

Today’s event was not about Lincolns specifically, but about having fun with the classic-of-choice for today’s celebration. Temperatures in the low 80’s only promoted the top down. Kathy Lougheed commented later she had a recollection of a distant simpler time riding in a convertible. After all, that is part of why we do these things. The wind in your hair and the purr of a throaty performance engine will do that to you. It was good then, it is good now. And it was this day.

Several car clubs gathered also for their monthly event; Mustang, Corvette, and Viper were among those enjoying a car-day in the sun. The cars filled the parking lot with a live band playing under the portico. And, of course, there was the usual set of street rods and custom craft.

After a walk-through of the museum, we visited with other attendees and did car talk. The ladies commiserated on our affliction with cars and supported each other.

We left in parade fashion and drove to Palmer’s down the road for our dinner. Good classics, greater ladies, and the greatest food make a wonderful Valentines day, car style.

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March Madness

On the following pages are car show announcements and registration forms for two highly rated car local shows. We have in past years participated in these events on an individual basis.

Either or both of these events are great fun and each have their amenities and awards. If you love classic cars, these two events will bring you to the end of the day fulfilled.

April Activity

March is just a warm-up for the Texas All-Regions Meet in Salado. This will occur the weekend after Easter on Friday thru Sunday, the 25-27th. We are looking into some changes this year that we hope will delight everyone, but until we have them solidified, I will wait to report to you the details.

An idea has surfaced which we are giving sober thought to. When Doc Ellis organized the early events, there was no judging at all. It was a purely social event among the three LCOC Regions of Texas. Through the years judging emerged to what it is today.

What would you say to having Salado this year without the normal judging. Instead, there will be a People’s Choice award for each decade presented. The notion is two-fold. First, is to recreate the legacy of Doc’s dream child back to his original intentions; come together and just enjoy the cars and each other. Second, everyone attending will go home with a memento plaque of stylish design and some will be a People’s Choice recipient. Registration packs will be sent out mid-March.
EVENT INFORMATION
- GATES OPEN AT 10 AM
- ALL CARS MUST BE PARKED BY 11 AM AND REGISTERED BY 11:30 TO BE ELIGIBLE FOR JUDGING
- ONLY PRE-REGISTERED ENTRANTS ARE GUARANTEED A T-SHIRT
- RAIN DATE IS MARCH 29

PLEASE SELECT A T-SHIRT SIZE:
SM MED LRG XL XXL XXXL

FOR MORE INFORMATION GO TO
WWW.DICKSCLASSICGARAGE.ORG OR OUR EVENT PAGE ON FACEBOOK
You’re Invited!

Westwood’s 5th Annual
Car Show & Picnic
Saturday, March 29, 2014
11:00 am - 3:00 pm

Vote for your favorite car in each class:
» Pre-1950
» 1950-1959
» 1960-1969
» 1970-1985
» 1985-Present
» Trucks
» People’s Choice
» Best in Show

Our picnic buffet will open at 11:30 am. Voting ends at 2:00 pm and the winners in each class will be announced at 2:30 pm. To enter your car or motorcycle, contact Dan Smith at dans@westwoodcountryclub.com or 512-610-0441.

We are very excited to announce that we’ve partnered with John Eagle European as our sponsor again this year. They will be bringing cars from each of their nameplates to display at the show, as well as generously providing a complimentary bar.

John Eagle
European

[Images of cars]
5th Annual Westwood Country Club Car Show and Family Picnic
March 29th, 2014
Registration Form

Name: ____________________________________________

Email address: ______________________________________

Phone Number: ______________________________________

Year/Make/Model: ______________________________________

Additional Information about your vehicle (optional):

____________________________________________________

____________________________________________________

____________________________________________________

Please fax or email your completed registration form to Dan Smith at 512.453.0667 or DanS@WestwoodCountryClub.com no later than March 20th, 2014.

If you have any questions, please feel free to contact me at 512.610.0441.

We’re looking forward to hosting a great show!

Arrival times for participants: 9:30am-10:15am. Show starts at 11:00am.

Address:
Westwood Country Club
3808 W. 35th St
Austin, TX 78703
Directly across the street from Laguna Gloria Art Museum
There can be said volumes on the topic of restoration. I want to look at a practical consideration in this column on something that many times is overlooked in the process. We may get to anxious to get finished that we sometimes overlook the obvious opportunity. Especially on Mark III restoration. Of course this applies to ALL old cars.

If you remove the engine for any reason, now is the time to take advantage of the hole that is left. And it is equally as important to take advantage of an engine with easy access to things like freeze plugs and seals. The engine is another topic, so let’s just look at the hole in this discussion.

The cavernous engine bay gives you access to many elements that otherwise would be a knuckle-bustin, blood-letting, stand-on-your-head maneuver. Here are some must-do’s in this opportunistic situation. These comments are based on the Mark III which is currently under surgery in my shop.

Now that you are looking square in the eye of the transmission torque converter, you have easy access to the pump seal behind it. Replace all three seals. Equally as accessible is the heater core; replace it with a Thunderbird part number (Marks only), same year. And clean the air pathway back to the fan. Leaves in the fan speed control resistors will increase a potential fire hazard.

This is the time to remove the brake booster, especially if the master cylinder ever leaked fluid. If any fluid got into the booster, that vacuum diaphragm is suspect and needs restoration. DO NOT cut corners on the brake system. Federative Auto Parts from Cardone has a plant that rebuilds these hard to find Mark boosters. On build-back replace the master cylinder with a NEW unit, not a Re-Man. The open space gives you much better examination of brake lines. A rusty or defective line will be easier to spot.

The 1970 model year Mark III introduced the Sure-Track braking system which to the distress of Mark owners today, may or may not work. The booster and pump cylinder is as any good after-thought should be, tucked between the frame and transmission, giving no access for hands larger than a two-year olds, and we know how much talent they have! Regardless of whether your intent is to repair it to its former function or by-pass the entire system, access from above and below is surely better than access only from below.

The frame is totally submissive now. The frame under the radiator will be at least soiled and likely rusty from years of coolant dripping on it. Clean it and repaint, even if the radiator covers up most of your work. You will know what’s under there, so be proud of it.

Removal of the old, cracked splash shields is a must. You can buy sheet Nitrile rubber in any length direct from Rubber Cal in Santa Ana, California and make nice clean supple new ones. We use 1/8 inch thick material. The rubber also makes good gasket material in firewall penetration applications. Buna-N (Nitrile) is resistant to gasoline and oil as well as other automotive fluids.

Access to the power steering hoses attaching to the steering gearbox is now easy access, so replace these hoses. Your town or municipality should have a hydraulic hose house. Unless you are wrapped around the axle on originality, hoses with the manufacturer’s marks will offer a safe and reliable long life of trouble-free driving.

The message is that if you have the spirit to undergo major engine bay surgery, then don’t cheap out and save a nickel. The downside can be much more expensive.
The Lone Star Region welcomes new members to the family, including the people that own the Lincolns. Welcome these folks the next time you see them and make them feel at home. If you run across anyone you think will benefit from our club association, let them know about us and send them our way.

We bid farewell to members:
Brad Norwood who through attrition at his office in San Antonio has moved back to Pennsylvania.
Keith Zakerzewsky reports he is moving to Florida soon.
Dom Pacitti reports he is moving to Ocala, Florida at the end of February.
Victim to the Memorial Day Fire in Bastrop two years ago, Master-Chief John Bailey with ’78 Town Car Convertible is Happy, Happy, Happy, north of Lake Palestine in East Texas, fishing and enjoying a quiet existence.

Lincoln Sightings - Movies and Television

Steven Seagal’s first movie was in 1988. Playing his typical hard-ball role as a Chicago detective, Seagal and his partner played by actress Pam Grier. She is not his squeeze as Seagal is portrayed as a the standup married man with children cop on the beat. He and his partner engineer a plan to take down a drug kingpin only to find out they are stepping on the FBI’s toes.

Once the FBI gives Seagal the cease and desist order, then the action starts as the drug lord is not going to escape Seagal’s grasp. To educate the viewer, the movie flashes back to Seagal’s service in Vietnam, the CIA, and other law enforcement genre.

His tough metal and un tarnished character in this role lead to several future successful movies during this time period of the tough cop style movie pioneered by greats like Clint Eastwood and Charles Bronson.

An 1988 Town Car is a predominate feature of the movie used by major players in multiple scenes.

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.

MY PERSONAL SUPPORT FOR THE LINCOLN MOTOR CAR MUSEUM

Name(s) ____________________________
Email Address ____________________________

Ordering:
□ Check or Money Order
□ Credit Card:

Name (s) for Recognition ____________________________

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

- Wallway Bricks $100.00
- Patio Pavers $500.00
- Interior Benches $1,000.00
- Galleries $5,000.00
- 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 Harbertown Lane • Fort Myers, FL 33919-4661
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.

**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.

**Jorge (George) Hernandez - Auto Upholstery**  
1013 Dove Drive  
Manchaca, Tx 78652  
Phone: 512 577-1467

*Review:* Jorge has 25 years experience in the auto interior field and is a true craftsman. From simple leather or vinyl repairs and coloring to complete interior replacement, Jorge can do the job. Rubin Reynolds joins Jorge doing leather repairs and dying. My Mark III had a few blemishes in the leather and Rubin made it look like new.

**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.

**Heavy Sound Company**  
742 Flower Ave.  
Venice, Ca. 90291  
Victor Stolpe: 310 399-8029  
www.heavysoundco.com

*Review:* If you need speaker repair and you want to maintain originality, call Vic. He has collected automotive spare parts from many manufacturers and can very likely re-cone your original FOMOCO speaker. And you will retain the original sound quality of your classic radio.
Protect your Pre-1986 Flat Tappet Engine

The 2010 Technical Session in Salado by John Ronshausen with Arnold Oil Company, 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 of older engines. It is important to understand the cam is malleable metal construction with a hardened surface. If the surface is not protected, with 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, these products 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 CID 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 or 30w

The products shown here are examples found in typical OTC parts stores such as A-Line Auto Parts, AutoZone and Costco. A Google search for the referenced brands reveals many sources, discussion blogs, and store locations.
Member Dan Young of Fredericksburg purchased this beautiful 1993 Mark VIII with only 3,400 miles on the odometer. This car emerged from a twenty year sleep in the sealed garage of its former owner after he died and it came up for sale on the auction block. The interior leather smells like a new car and the factory mounted cell phone still has the plastic scratch cover attached and cargo net is still in factory bag, original shop manual. Dan replaced the tires and did basic service work on the car, including detailing the exterior. He has driven the car now for a total of 7,600 luxurious miles. Dan has several photos of the car but you need to see it to truly appreciate it. If you are interested in a “new” 1993 Mark VIII, this is the car for you. Contract Dan at 830-992-3510 or 830-998-0920.

Jim Meyer of Llano is offering his 1960 Continental Mark V four door Landau. Jim has owned the car since 1990 and has had only two previous owners. It is a very clean non-smoker car. 57,540 original miles. The lower portion of the car is refinished in factory original color, Maple Leaf (maroon) and the top is original. Very good chrome with some refurbished. Interior is white leather with black accents. Equipped with the 430 CID, the car is ready to drive home to the new owner. The AM radio is factory original. See this car to appreciate it. Asking $19,500. Call Jim at 325-247-2282 and schedule a visit.
“Fun with Lincoln”

January: Sunday, the 19th, 2:00 PM; McAdoo’s Seafood Company, New Braunfels. Experience a piece of history in the original U.S. Post Office built by Secretary of Treasury, William McAdoo in 1915. Restored to its original glory.

February: Saturday, the 15th, 4:00 PM; Dick’s Classic Garage, San Marcos; Museum tour followed with dinner at Palmer’s Restaurant. Great cars and great food combined. Bring your Lincoln!!!

March: Saturday, the 22nd, Dick’s Classic Car Show. This car show is a fun day with good friends, fine cars, and great food and drink and the chance to win a custom trophy.

March: Saturday, the 29th, Westwood Country Club Car Show & Picnic. This car show is a fun day with good friends, fine cars, and great food and drink. No cost to attendee.

April: Friday thru Sunday, 25-27th, All-Texas Meet, Salado, 26th Anniversary, Salado. Great cars, Great food, and Great fellowship. A Texas LCOC tradition.

May: Saturday, the 17th, Joint road trip and tour with Texas Gulf Coast Region to Newman’s Castle in Bellville for lunch and castle tour including several photo ops.

June: Saturday, the 21st; Po Po “EATS”, Welfare, Texas, north of Boerne off I-10. A unique restaurant with rich and colorful history dating back to 1929. Reservations will be required.

July: Plant Tour - Toyota Truck Factory, San Antonio Details to be determined.


September: Saturday, the 20th; Hank’s-on-the-Lake, Canyon Lake. Region BBQ. Club hospitality like no other.

October: Friday & Saturday, the 24th & 25th; Fall Continental Classic, Fredericksburg, Texas. Saturday evening, BBQ on the Pedernales on the LBJ Ranch.

December: Sunday, the 7th, Annual Christmas Party, a Lone Star tradition. This event defines the fellowship of this region. Pure party, pure fun, pure Lincoln. Location to be announced.

If you are interested in LCOC and enjoy the best kept secrets in Texas, you are welcome to join us as a guest. Contact Pat Corbett at pcorbett@austin.rr.com, or Jeff Brecht at maximus_40k@hotmail.com for more information. You do not need to own a Lincoln to join. We are family friendly.

“Fun with Lincoln” is the motto of the Lone Star Region, LCOC.
This publication is a product of the LCOC, Lone Star Region, for the purpose of supporting and entertaining its members. We encourage members to contribute to the Newsletter, stories, anecdotes, pictures, and anything that would promote the fellowship and enjoyment for its members. We want 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 not 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. All opinions expressed in this newsletter are the opinion of the writer and not the opinion or position of the LCOC, the Lone Star Region, or any of its officers or administrators.

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.

The Lone Star Region of the LCOC is licensed with Ford Motor Company to use and display Ford and Lincoln trademarked images as provided by the club license agreement between Ford Brand Licensing and the Lone Star Region.

Happy Motoring!! And remember, Have Fun with Lincoln!

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, and their children are always welcome. Region dues are $20.00 per year per family.
To become a region member, LCOC membership is required and dues must be current. Currently, LCOC dues are $42 per year.

Please make your checks to Mark Ferrari-Treasurer, and remit to:
Mark Ferrari
1719 Horseshoe Cr.
Round Rock, Texas 78681

YEAR   MODEL   STYLE    VIN (SERIAL NUMBER)
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If you need more space for additional cars, simply add another form with your name on it and attach it to the completed form.