

## Featured Lincoln in the Region



Richard & Janette Lux '56 Custom Mark II

# Lincoln Lingo

A publication of the LCOC  
Lone Star Region

[www.lonestarlcoc.com](http://www.lonestarlcoc.com)

*30 Years for Lincoln, Since 1984*

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*"Fun with Lincoln"*

*Director's Message—Pat Corbett*

### Table of Contents

Director's Message - Page 1  
Featured Lincoln in the Region - Page 2 to 3  
Other News Around the Region - Page 4 to 6  
Pat's Garage - Page 7  
Membership and Lincoln Sightings - Page 8  
Words of Advice and Encouragement - Page 9-10  
Member Classified Ads - Page 11  
Lone Star Region Roster of Events - Page 12  
LCOC Membership Application - Page 13

During the month of August we recognize thirty years of LCOC Lone Star Region activity. Like most LCOC regions, we have had our ups and downs over the years. Membership has also ebbed and flowed. There was a time in recent years the region had perhaps a half dozen active participants and twenty to thirty LCOC members living in the region boundaries. Today the region has consistently twenty-five members attending events and forty-five or so LCOC members in the region.

Perhaps the most memorable event associated with the region is the All-Texas meet held in Salado each year in April which was started by our second Director, Donald "Doc" Ellis. The event has morphed over the years in planning and execution, but it has held to the tradition of the original concept which is simply showing up and having a good time.

There are three Texas regions, North Texas, covering the Dallas and Fort Worth, Texas Gulf Coast covering Houston, and Lone Star covering Austin and San Antonio. Naturally these regions have carved up the State in three large geographical areas to give all Texas state LCOC members a region to join and local activities to participate in. Regardless of a member's opinion as to which year or style Lincoln is the best, we all have one thing in common; we love the brand, and we love the fellowship of the people.

Events are set so members can drive their classic or more modern Lincoln. For those not owning a Lincoln, they too are always welcome at events. It is the people that make the event and the Lincoln just adds a touch of class among us and always something to commiserate about. Many events are planned so the whole family can have fun. The Toyota Manufacturing Facility tour in August is a good example of that. And what event would there be without food. Regardless of the event, a fine meal is generally always included. South Texas is home to the best BBQ in the US and fine dining in some of the most unusual locations. Seeking them out in a classic Lincoln is half the fun of dining there.

Owning any classic car, especially Lincolns, requires a network of folks engaging these luxurious land yachts, if you want to keep it on the road. Whether you do your own work or seek others to do it, it is important to remember the people that serviced these cars years ago are thinning out and finding someone that can even spell carburetor is a find indeed. Granted, the mechanical simplicity of these cars, compared to the computer controlled designs of today, is not difficult to engage, but there is an art to restoring these mechanical masterpieces of engineering and a delight in seeing the result of that effort as you glide on the Lincoln cloud down the highway of dreams.

## Featured *Lincoln* of the Month

Submitted by Richard Lux, San Antonio, Texas



**Interior of 1956 Mark II with Mark VIII Appointments. Dick Lux Custom Crafted the Modifications. Below is Picture of Mark II on Rotating Frame Hoist in Order to Make This a True Stand-Up Job.**



Specifications Include: Lincoln Original Parts  
Injected 4.6 Liter Dual Overhead Cam Engine,  
Four Speed Overdrive Transmission,  
Factory Mark VIII air-Ride Suspension,  
Factory Front and Rear Independent Suspension,  
Factory Four Wheel Power Disc Brakes,  
Factory Cruise Control with Steering Wheel Control,  
Factory Automatic Climate Control Air Conditioning,  
Mark VIII Dash with On-Board Computer,  
Power Seats with Power Lumbar Support,  
Power Windows including Power Vent Windows,

Tilting Steering Wheel, Automatic Headlight Dimmer with Delayed Off Feature, and Factory Stereo with CD Player. The only non-Lincoln component is the wheels which are 18 inch Boyd Cod-dington. Only Ford parts and engineering were used to create this custom classic.

## Featured *Lincoln* of the Month

Submitted by Richard Lux, San Antonio, Texas



Under the Hood is a Lincoln 4.6L Fuel Injected V8. Complete Driveline is Mark VIII Fit to the Mark II Chassis



The work done on this Mark II is best noted in pictures, but visiting with Dick Lux quickly exposes the dedication and passion he has for Lincoln. Close examination to detail suggests it is a one-off from the factory. There are many street rods created from the bodies of many brands with other marquee engines, but the ingenuity and engineering exhibited in keeping this pure Lincoln is unsurpassed in anything we have seen in recent years. Blending nearly 50 years of Ford engineering is a masterpiece of reconstruction. Lincoln Motor Company should take note.

## Other News From Around Salado



Larry Overflet, Dick and Janette Lux, Jannette Overfelt, Richard Hellbusch, Karen and Joe Frey, Jim Heil, and Mark Ferrari outside Po Po Eats north of San Antonio in Welfare, Texas

### June Event: Po Po Eats, Welfare Texas Just West of San Antonio

The June event was lunch at Po Po Eats in Welfare Texas. This establishment is not just your ordinary restaurant. It was built in 1929 as a dance hall by rancher and dairyman, Edwin Nelson. The place started out as a gas station and then he built the dance hall out back. Nelson City was now established and is still recognized on the Texas map. Back then a hamburger was a nickel and so was a soda pop. This era was the time during prohibition and no alcohol was sold inside. However, that was not a problem because bootleggers peddled moonshine for 25 cents a shot outside. Since it was the Great Depression the dance hall started out with a dance every two

weeks with live music. Admission was initially 25 cents, but as the Depression continued that dropped to a dime, and then finally they just passed the hat. Since people did not have money to buy gas, the Nelson Dance Hall failed.

Ned Houston purchased the place in 1932 and converted it into a restaurant. Ned was a rancher also and specialized in trade with Mexico and other South American residents. It is told by his family he sold to Pancho Villa in Mexico and Batista in Cuba to name a few. The name he gave the place is accepted as coming from Popocatepetl, the great Mexican volcano. He wanted a short punchy name.

The restaurant has passed through several owners over the years, but in 1950, a couple, Luther and Marie Burgon took it over. It was their influence and travels that have set the nostalgic ambiance you enjoy today. They collected plates from these travels and over 2,100 of these adorn the walls for your enjoyment. Although the restaurant has ownership as recently as 2004, the same tradition of fine food and a relaxed ambiance are carried forward.

This event was made special by Dick and Janette Lux of San Antonio by bringing their 1956 Custom Mark II. (See Featured Lincoln of the Month) Although the participation was fewer than expected, the group had a great drive through the Texas Hill country, a great meal together, and a memorable time drooling over the Mark II. The sign states accurately how the service is. The friendly smile of your waitress is warm and she keeps that ice tea glass topped off.



Inside Po Po Eats, a Charming Classic with Great food



## Other News From Around Salado

### August Event - Toyota Motor Manufacturing, Texas San Antonio, Texas.



Lone Star LCOC Members and Family Gather at the Visitor Center for an Examination of the Displays and Tour Orientation Prior to Touring the Plant

Tuesday, August 19th, was the date the Lincoln Club toured the Toyota Plant in San Antonio. Located south of metropolitan San Antonio, the plant consumes over 52 acres under roof and is home to the production of the Toyota Tundra and Tacoma trucks. This popular pickup line is exceeding sales expectations and the plant is working overtime to keep pace with orders. After our orientation at the Visitor's Center where our guide instructed us on plant safety and other rules to follow, we then proceeded to the "other" visitor's Center by car caravan led by a custom painted Tundra driven by the tour guide assigned to our group. One suggestion is that you arrive at least thirty minutes before

the tour start. This is a good recommendation considering the plant location is not well marked on the surrounding highways and once on campus, the building housing the tours is not well marked either. This gives the guards at the other gates something to do by directing you around campus.

Once inside the plant and on your tram driving down the aisles, you are immersed in a well oiled, precision, computer controlled, and air conditioned environment. Frame pieces and body parts stamped in another part of the plant are robotically welded as are many assemblies seemingly floating down the line above your head. The plant is reasonably quiet as body meets frame and doors and windshields swing into place. The tour is somewhat disjointed to the degree that you do not see the truck assembly done in the exact order it is assembled, but it is fascinating to watch the trucks go down a line and have the dash board popped in place in one swift motion, or the headliner fed thru the front windshield opening and snapped into place.

The tour guide's script is obviously written by lawyers and is heavy in political correctness. If I had heard the statement, "*the (item) is installed in a safe and ergonomic manner,*" one more time, I may have gone ballistic. Looking past the carefully composed script, the tour displays an orchestra of fine tuned robots and

hard working Texans assembling a Tundra or Tacoma in about eight hours and rolling them off the line every 62 seconds. The quality control line exhibits several individuals going over the finished products with a fine toothed comb. If one does not pass muster, it is sent to a repair department where it is evaluated and corrections are made. It is apparent on the tour that the workmen are focused even though their task is repetitive. To make sure workers do not get complacent, which could lead to injury, they are moved to other tasks along the line and they do that task in a safe and ergonomic manner...



Then off to Zios Italian Restaurant for some quite good Italian food. Asst. Director Jeff Brecht (left) presented Pat Corbett (right) with a limited numbered edition book by the editor of Automobile Quarterly magazine, titled *The Classic Tradition of the Lincoln Motorcar* to commemorate the introduction of the Continental Mark III. Pat will treasure this book as much as he does his new Mark III. This is what we mean by "Fun with Lincoln."

## Other News From Around Salado

### September Event - Lone Star BBQ Corbett Residence and Restoration Shop, Manchaca (Manshack), Texas.



Lone Star LCOC Members and Family Gather at the Pat and Linda Corbett's for Brisket, Chicken, and Car Talk.

After a week of attempted rain catch-up, mother nature parted the clouds and cooled the day so LCOC members could partake in fellowship at our annual Fall barbeque. This year the Corbett's hosted the party with members bringing all the fixin's. Jim Heil smoked two briskets into fork cutting submission and Linda grilled chicken.

The atmosphere was relaxed as usual and everyone wanted to see Corbett's latest renovation, the 1970 Mark III. Newest member, David Fielder from Fredericksburg, and his cousin Virginia from San Antonio was delighted to see the Mark. Corbett purchased the Mark from Fielder a year ago, so it was an exciting reunion.

Jim and Charlene Meyer of Llano won the first door prize which was a 600 Amp charger/starter with portable power features. Russ Whitlock of the LBJ National Historic Park contributed two tickets to the upcoming BBQ on the Pedernales event in October valued at \$100. Mark Ferrari won that treasure.

The afternoon moved too quickly to a pleasant end after everyone was fed well. My special thanks to everyone attending and



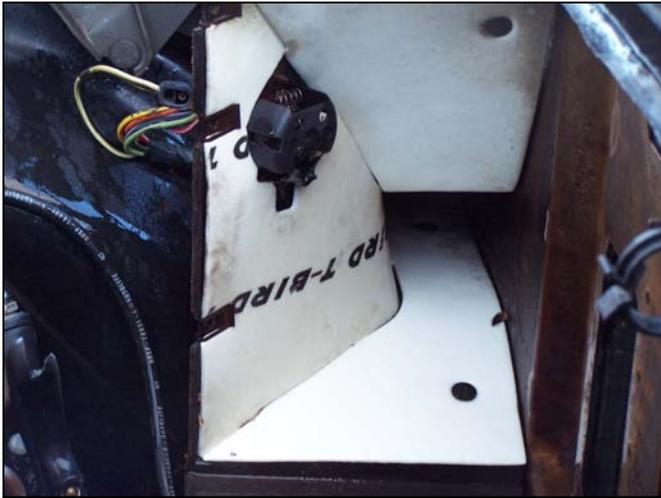
Lone Star LCOC Members and Family Gather at the Pat and Linda Corbett's for Brisket, Chicken, and Car Talk.

bringing good food to boot. It is this kind of fellowship that reminds me as to why I am a member of the LCOC. When people will travel near 100 miles to simply dine with each other, you know these are special folks.



# Pat's Garage Mark III or Thunderbird?

Contributed by Pat Corbett



Inside Air Plenum of A/C-Heater

The restoration of Lincolns can be fraught with agony in an attempt to find suitable replacement parts. This can be even more agonizing for the Mark III considering the few in number that were manufactured in the early years. For the 1970, a few over twenty thousand were produced, and after 44 years, NOS parts are like hens teeth.

These early Mark III's were produced on the same platform as the Ford Thunderbird. The Thunderbird shares many similar components and are priced lower than those identified under the Lincoln marquee.

Even the same part number can be found in the 1970 Mustang for instrument cluster lamp covers. Go figure!

During my one year restoration of the 1970 Mark III, I found resolve in several parts houses outside the Lincoln banner but Ford all the way. Here is a list of items all Mark III cars will need at some time or other and a supplier for them. All can be accessed on the Web and have friendly staff. The following are just the parts I purchased. I am sure more will cross.

Mac's Thunderbird Parts:

- Rear Trunk Vent Drain Tubes
- Heater core

Dennis Carpenter

- Windshield Washer Reservoir and Pump

Auto Parts Warehouse

- Spectra model F47A Gas Tank (no vent, but works fine)

CJ Pony Parts, Inc

- C4VY-10B870 Blue Instrument Panel Lenses

Another item I find some owners are departing with is the Cartier clock first introduced in 1970 Mark III. Mine did not run either and I wanted the original repaired. I found Scott Jackman of Austin's Old timer Clock and Watch Repair. Scott was trained at State Technical Institute in Michigan in watch and clock work. Scott came to Texas and bought the clock repair shop after working for the original owner for several years. Scott knows clocks and brought back to life my original Cartier. He told me that most of the time the problem is with the mechanical components and not the electronic parts. He can be reached at (512) 451-5061 or you can find more at [www.austinsoldtimerclockrepair.com](http://www.austinsoldtimerclockrepair.com).

Another pesky item is the rear 1/4 window gear. Fear not, for Kelly McClure of the Lincoln/Mercury Old Parts Store will take care of it. They send your old gear to a gentleman in Canada that will rebuild it to new condition.

The one thing I did not expect was the difficulty in restoring the 460 CID engine to original specs. Thanks to Green Sales, I found original NOS rocker arms and exhaust donuts. These are getting to be the hen's teeth I spoke of earlier.

I am sure I have only skimmed the surface regarding Mark III component suppliers. These listed here will likely have



other Ford after-market parts that will help make your Mark more dependable. The key is to look outside the marquee to other period Ford cars. For those complaining that the MK series is built on the Taurus frame, imagine the annoyance of having a Lincoln built on the T-bird frame. Life goes on...

There is nothing more satisfying (in the car world) than "First Drive" out the door after a year of concentrated effort. Of course, it would not have been possible without the expertise and dedication of Larry Overfelt and the support of other knowledgeable LCOC club members. This too, is what LCOC is all about.



## MEMBERSHIP

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.

**Rock Rickle** of Lubbock, Texas: Rock has a '63 Convertible and family in Austin, so we look forward to his visits down here.

**Steve Kading** of Helotes near San Antonio: Steve comes to us thru the Forum looking for assistance with his '64 continental. He is looking for a 64 Convertible in Regal Turquoise if one can be found.

**David Fielder** of Fredericksburg: Previous owner of my Mark III. Has two more modern Lincolns and enjoys a good time.

**Robin Alpaugh** of Binghamton, NY: See Robin's story below.

*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.*

### Lincoln Sightings - Movies and Television



**Sin City - A Dame to Kill For (2014)** is the sequel to **Sin City (2005)** and carries the theme through seamlessly. The movie is co-produced by Frank Miller (writer) and Robert Rodriguez (Producer) from the neo-noir comics by Frank Miller. Robert Rodriguez masterfully creates the story in the image of a comic book presentation, including dark imagery, black and white video with only color accents and a presentation tone that renders the optics hard and brash. Picture comic book panes brought to life in 3-D and your in the middle of it.

The movie runs violence non-stop with only a few moments for the actors and viewer to catch their breath, then on to the next slaughter in a revenge based plot to secure justice, vigilante style. Even the cops and, of course, the politicians are bad-asses. Bad girl gone good barely survives to avenge her dad's murder, with him (Bruce Willis-Hartigan) acting as guiding light and guardian angel. After all, even a dead Bruce Willis is good screen play.

The treat for the car lover is several scenes with a Tucker and a nice cameo spot for a 1964 Lehmann-Peterson Limo provided by Andy Barham of the Big Brown Bus Company of Austin, Texas. The beauty of modern film making is the green screen keeps these precious cars from getting even a smudge on the paint, yet you will cringe to see the treatment they get on the big screen.



Left: 1964 L-P Limo at Big Brown Bus Co.  
Below: As Seen in Movie Green Screen Set.



Thanks go out to the new owner of the L-P Limo, Robin Alpaugh, of New York for also sharing with us. The original owner was Texan/Rancher Mary West. Robin visited with her grandson, George, after he purchased the car from Andy obtaining a lot of history on the car. Robin is completing a 1 Yr/\$35K restoration and was delighted to take guest in it to the New York premier of SC2. How special is that! Robin also owns a 64 Convertible and another 66 L-P Limo he purchased from LCOC member, Hugh Lesley of Pa.

## ***Words of Advice & 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.

### **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. Ruben Reynolds joins Jorge doing leather repairs and dying. My Mark III had a few blemishes in the leather and Ruben made it look like new.

### **Hydraulic House**

6300-A Burlison 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.

## Words of Advice & Encouragement

### Albert "Herb" 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.

### Dean's OEM Finds

R. Michael Dean  
rmdean00@yahoo.com  
210 488-5567

Review: I found this vendor of salvaged parts while looking for a switch bezel for the 91 Town Car. Michael is picky about his finds in terms of aesthetic and quality. You will find some of his inventory on Ebay. Or, if you have a specific need, contact him and if he does not have it, he will do his best to find it. And he is fair priced.

## 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'S CLASSIFIED ADS



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.



Phillip Knapp of Round Rock, Texas is wanting to sell his 1941 Continental Cabriolet Convertible. This is an extraordinarily rust-free car with 84,000 original miles. New brake job which includes a power booster concealed in the left front fender. There are five new Coker Firestone 7:00x16 tires and it has a Dan Krehbiel "bullet-proofed" rebuilt Columbia overdrive axle. For more pictures you can go to <http://forums.aaca.org/f198/1941-lincoln-continental-cabriolet-sale-374535.html>. Phil is asking \$65K but is willing to consider other reasonable offers. Phil is listed in the LCOOC directory for contact information.

Editor's Note: The classified ads published in this newsletter contain photos and information provided to us by the owner of the vehicle listed. Any interested buyer should contact the owner and make every effort possible to visit with them and see the car for yourself. Photos cannot show the quality or the defects on any vehicle to any degree that might affect purchase price.

# Lone Star Region—2014 Events

## Suggestions Always Welcomed

### *“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 **CANCELLED** In observation of Hank Henley’s funeral and Celebration of Life.

**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** Rescheduled for August.

**August:** Saturday and Sunday, **9th & 10th, Dedication of the Lincoln Motor Car Museum**. Hickory Corners, Michigan. Celebrate the Grand Opening of the museum with other Lincoln club enthusiasts. More details forthcoming. Thirty year Anniversary of the Lone Star Region.

**September:** Saturday, the 20th; **Corbett Home and Restoration Shop, Manchaca**. Region BBQ. Club hospitality like no other.

**October:** Friday & Saturday, the 24th & 25th; **Fall Continental Classic, Kerrville, Texas**. Saturday evening, **“BBQ on the Pedernales” on the LBJ Ranch**. With Asleep at the Wheel playing country swing.

**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.

# *Lone Star Region Lincoln and Continental Owners Club*

## REGION 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, and their children are always welcome. Region dues are \$20.00 per year per family. Please make your checks to Mark Ferrari-LCOC-LSR Treasurer, and remit to: Mark Ferrari  
 1719 Horseshoe Cr.  
 Round Rock, Texas 78681

To become a region member, LCOC membership is required and dues must be current. LCOC dues are \$48 per year.

YEAR	MODEL	STYLE	VIN (SERIAL NUMBER)

If you need more space for additional cars, simply add another form with your name on it and attach it to the completed form.

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 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!*