



# Southern Region Banner

## Calendar

### National Meets For 2012

**Eastern National**  
Chattanooga, TN  
May 17-20, 2012  
Hosted by the  
Southern Region!!!!

**Mid America National**  
Bloomington, MN  
August 15-19, 2012  
Hosted by the North  
Star Region

**Western National Meet**  
Concord, CA  
September 26-30, 2012  
Hosted by the  
Western Region

### OTHER EVENTS ARE COMING EARLY IN 2012--

SO—

Check our website for  
calendar updates

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

## Director's Message- John Fryday

### **RENEWAL LETTERS INSIDE!**

I had every intention of having this issue in your hands several weeks ago, and realize it is arriving with the holiday rush—so:

### **PLEASE DON'T DISCARD, BUT SEND IN YOUR RENEWAL TODAY!!**

While organizing and making arrangements for the upcoming Eastern National Meet in May, in Chattanooga, TN has most of the club leadership occupied, we are working also to arrange for collection tours in 2012 for visits in NC, SC and GA. Be sure to watch the website for information, as one is anticipated in late February!



1941 Lincoln Zephyr Limousine at Hershey

The Board of Managers has worked this year to keep our club active with newsletters; car related gatherings and has spent considerable time preparing for the 2012 Eastern National Meet to be held—by us—in Chattanooga, TN next May. While we hope many of our members will attend, we work to have other events closer to home for our membership.

**PLEASE KEEP CHECKING THE  
WEBSITE FOR UPDATES**—and if you have not provided us an email address, please do so with your renewal--as we can forward information to you as it becomes available. You have our promise not to abuse the email, but an event may come up you don't want to miss!

**DUES RENEWAL ARE INCLUDED  
INSIDE/ Please renew, and try to recruit  
a new member, to keep the Region  
strong**

## Your New 2012 Board, Officers and State Managers

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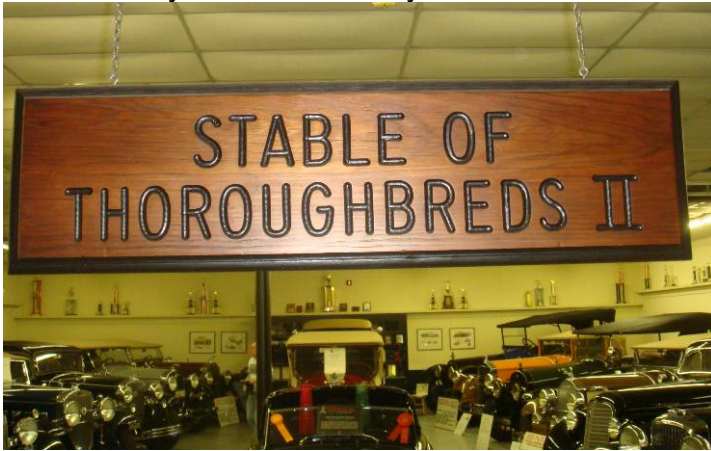
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**Annual Membership meeting at—'A Stable of Thoroughbreds'**

The annual membership meeting was held Saturday, November 12<sup>th</sup> in Tucker, GA at the mouth watering Cofer Collection. In conjunction with the local Thunderbird Club, we had a doughnut and coffee breakfast provided by Mrs. Cofer, to add sugar to the adrenaline rush of seeing such beautiful cars up close and personal! Chip Cofer and curator Cecil McCall gave us some background, and then Cecil entertained us with a car by car commentary.



While it is not an all Lincoln collection, they have some beautiful models of the cars we love---and a whole lot of cars ANY enthusiast would love to drive, own-or just have around to polish! Following the tour, we held our business meeting--covered elsewhere in this issue.



In addition to Deussenburg, Cadillac and other 'ho hum' makes ( just kidding) they have mint award winning Lincolns. Chip said his father was very fond of Lincolns, and they had quite a few over the years.



The oldest car in the Southern Region- 1921 Leyland Lincoln!

Part of what makes any collection fun is how it was assembled.



Cecil McCall regales us with stories!

There are so many stories of Mr. & Mrs. Cofer going to a show and buying a car—and *driving it home!* With and without their young children inside, and with and without heat! Cecil provided lots of laughs and colorful background that made the personalities of the Cofer's and their interests come to life.

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While some members had been to this collection before, one neat thing is the changing nature of it. Each of the cars are driven quarterly- and someone figured out they have to drive at least one car nearly every day on average to keep to their pace. Sounds glamorous- but Cecil said they had to move 14 cars the day before to get to one that was 'next in line'! I know how much fun my cars are to move after sitting a few weeks....so it may not be as much fun as 'looking' makes it seem.

The Model K Lincoln is considered one of the finest of the Classic Lincoln's, and the one here is in suburb condition. Unique in my experience was the ability to walk around all sides, see inside the coachwork from every window—and have Cecil open it up and let us all peer inside. It made it easy to imagine what it might have been like to be chauffeured down 5<sup>th</sup> Avenue. ( That would be NYC, not 5<sup>th</sup> Avenue in Tucker!)



Reg Boland wishing Santa would bring this to Salisbury!

The incomparable 1936 Lincoln Model K V-12 While members planned to attend that at the last minute let us know they could not, we selected this venue to be relatively central in the region—and will try again next year in November to do the same.



Not a Lincoln, but an incredible thrill to see, touch, and examine close-up a Tucker, one of the famous 51 made! Recently repainted, the mostly all original example is breathtaking.



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**2011 SR MEMBERSHIP MEETING**

Following the tour, and after running off those Tbird folks, we settled down to lunch and our business meeting. Much of the time was spent reviewing and discussing the plans for the Chattanooga meet. Meet Chair James Kaster reviewed assignments and the tasks to be performed. While he has done a great job of organizing—we'll need a number of volunteers to pull it off!

The next newsletter will list areas where we need volunteers, and any help would be a great boost to our club's ability to host this successfully.

Since we did not have any new volunteers to serve as state Managers, nor a stampede to run as officers, by acclamation the previous Managers were elected to serve for 2012. With Phil Gevertz resignation due to time constraints, James Kaster was elected to serve as a State Manager ( NC) and one Manager vacancy was filled by John Bailey ( GA). John has significant 'meet' experience, which we will draw on to assist. He and Roger will be our GA managers.

Please be thinking of running in 2012 for the Board, as the club always wants input from new faces, new ideas, and the wisdom of new experiences.

**TIME TO WINTERIZE YOUR VEHICLE**

While for many of us in this Region, thankfully, brutal days of winter are seldom--but probably most of our members cannot drive as often or as far during these 'shortened days.' Be sure to take care of your car's needs so it will be ready to go in the Spring ( and ready for the drive to Chattanooga!!)

My first 'old' car had a leaky radiator, so checking and adding water was a chore undertaken often. I was a kid, so didn't think about maintaining the 'right' mixture of anti-freeze. *You know where this is going?* Off to college in the fall, without my

beloved car, I drained the water, checked all the other fluids and tires, put the battery in the house—and left my baby in the garage.

When I returned in the late spring I thought it odd there were 4 metal discs on the ground. I found out that old engine design had some reverse passages 'draining' the water didn't empty. The few nights of low temperatures in that old cast iron block pushed out the 'freeze plugs' I didn't know it had--- but only after cracking several cylinders.

It's a loss I still feel.....so if you haven't made a conscious tour to make sure it's ready—do so today. Make it a present to your classic!

**2012 EASTERN NATION MEET PUTS  
SOUTHERN REGION ON STAGE**

We have seen a lot of interest in our meet this May, and I'm amazed folks are planning in November their time with us six months out--so Chattanooga has sparked the interest of the national LCOC members!!



We are hopeful for a large turnout of Lincolns of all years and models. Since Chattanooga is easy to get to, and a 'less than a day' drive from nearly anywhere in our region—we hope to see you! We already know a 'Canadian' car will drive down, and a NY state member is signed up—so Region members won't win the furthest distance award!

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**SR VISITS KEPICH COLLECTION**

Thursday begins with a driving tour through Chattanooga to the Chickamauga Battlefield and Park—which is already set up as a driving self guided tour. Imagine a caravan of 30-40 Lincolns of various years and the sight that will be for us—and the other visitors.

The men who fought here all knew the name “Lincoln” – but probably not one ever thought a self propelled carriage would easily traverse the terrain, and be named for that President!

Although we had late notice, and therefore it was sparsely attended, the Kepich Collection we heard was great fun! With a collection of ‘full ‘classic’ cars, the styling was exceptional!



Clearly a lovely Lincoln K!  
The name ‘Kepich’ may be familiar, as they are the ‘exhaust’ folks—making I custom and replacement ‘stock’ systems.



Our tour will continue on to Lookout Mountain—a breathtaking experience, with options to visit Ruby Falls and other attractions. I for one will be taking the breathtaking ‘Incline railway’ to the top!! I may have 4” wide brake shoes—but not sure even an emergency anchor could stop the ‘61 on a roll!



Tours are arranged of Coker tire, and the Towing & Recovery Museum. Chattanooga is filled with fun and activity, restaurants, Imax theatre, aquarium, waterside park—all available on the free electric trolley that originates at our hotel. Other Lincoln Clubs are invited to bring their cars to show...giving everyone a lot to see.



The front ‘bulge’ makes this a Cord- maybe ‘29?



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**NO MORE EXCUSES**

by James Kaster

Well, I did it. I finally did it. I've been thinking about it for years. I have been reading ads and browsing the Internet for a long time. But, I did nothing. Then the opportunity presented itself to me and a decision was needed. So, I said "yes." You see, my mechanic was looking to replace a low-rise car lift with a newer, high-rising car lift. He no longer had a need for the low-rise unit and asked if I wanted to buy it. I said "yes."

*Now what have I gotten myself into???*

I have to qualify this by saying that it is, both, simultaneously fun and a bit scary. The fun part is that it is a new toy; a new toy that will give me many years of enjoyment (and frustration) as I work to detail underneath my cars. The scary part is that I'm not experienced with using car lifts. Sure, it looks simple when you see others do it. But, when you have to do it yourself, there may be some doubts. How do I install it? How do I park my car above it? Where do I place the lift pads? Can I place them incorrectly or have the car in the wrong spot causing an imbalance? Could it fall over?



Well, those are all valid questions. To allay the fears, one must take action.

First I read the manual. That wasn't hard because it was 4 pages. Hmm... they left so much out that I wanted to know. Then I played with the lift in my mechanics garage before bringing it home.

The real trick was figuring out how to place it in the garage so that I can park my car above it when the lift is not in use but also lift any of my cars (in an arc), while letting the garage door close too. After several measurements in my garage and at the mechanic's shop, I drew a diagram. Before the lift was delivered, I placed a tape outline on the garage floor where the lift would sit inside. It was spot on. Next came the task of securing the lift. While it can be used without securing it to the garage floor, wisdom suggests it would be prudent to secure it for, if nothing else, peace of mind. This task was quite the chore.

Your newsletter editor, John Fryday, and I went to the hardware store to purchase a masonry bit so I could drill 3+ inches into the garage concrete slab. This was tedious, taking longer than I would have expected. I can still feel my elbows vibrating from all that work. After the drilling, large self-holding bolts were hammered into the holes and the lift was locked into place. *[ Editor note—was the thick enough not to hit the bottom, which was my concern. I know how builders 'build' new homes—but James visited all the time during construction and took photos back then—he knew a Mark III would put a load on the concrete]*

Here's a picture of the lift being tested. It rises approximately two feet. That is perfect. The top of the car won't hit the open garage door and the front end of the car won't hit the overhead storage.



As you know, it gets very dirty under the car and in the wheel wells. I no longer have an excuse to not clean and detail under my cars. It'll give me something to do in the winters in the garage. But, am I really ready for all that work on six cars?

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**MEMBERSHIP RENEWALS DUE**

Dave Hardee, our Membership Chairman meant to send these out separately, and we decided to send them along with this newsletter to save postage. Your newsletter editor didn't get this assembled in time, so forgive it arriving right here at the holidays.

PLEASE TAKE THE TIME TO SEND IN YOUR RENEWAL ( that will at least make the Editor feel better that he didn't totally botch up the plan!)

We have been trying to find collections and interesting 'sites' to visit with the chapter areas of the Region, since a single event everyone feels close enough to attend is difficult. We'd like to hear from you about what YOU would like to see as activities, articles, and any other requests.



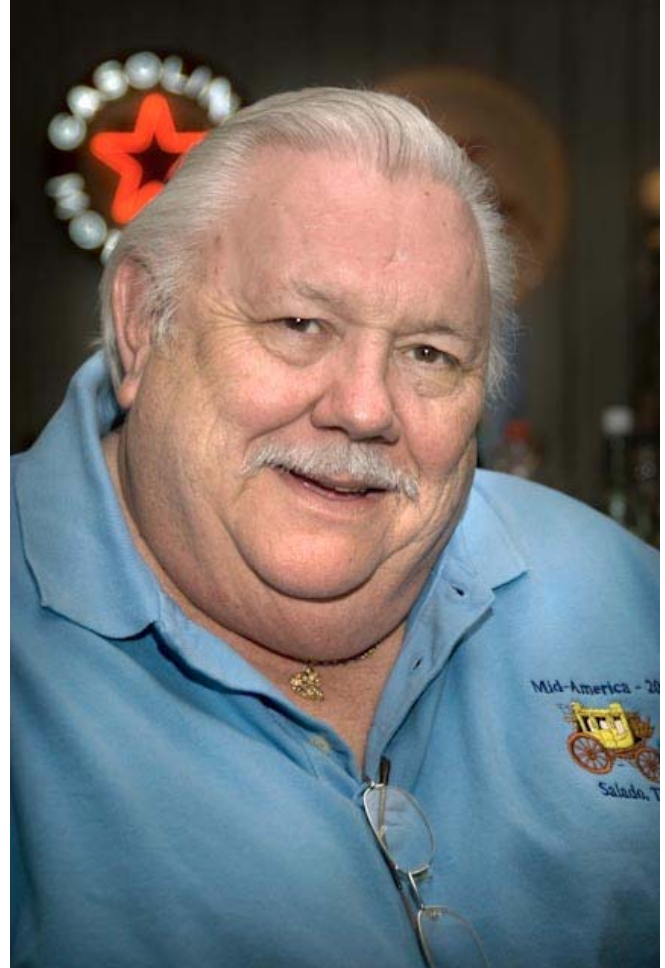
Tennessee Manager Woody Fleenor's all original car!



Georgia Manager John Bailey's lovely Mark III

**DEATH OF DOUG MATTIX**

Former LCOC President Douglas Mattix of Rowland, TX died December 1 unexpectedly.



'Lincoln & Continental Comments' will provide in depth coverage soon, but he and his wife Carol have been loyal friends of LCOC for many, many years and very active in many of its activities. Doug had been active in his region and in various positions in the LCOC.

Doug was president during the SR Region's Hickory Meet and we believe served as auctioneer for the Friday night auction. He is remembered by many members of the club. Our condolences go to Carol and the Mattix family.

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**HAPPY HOLIDAYS TO ALL OF OUR MEMBERS & SHARE THIS NEWSLETTER WITH A FRIEND**

[Southern Region Website – BE SURE TO VISIT OUR WEBSITE REGULARLY FOR UPDATES AND ADDITIONAL INFORMATION ON UPCOMING EVENTS!](#)

Contact Richard Kiraly--richard.kiraly@yahoo.com--(803) 201-6744 (cell) or (803) 695-9600 (work) with news.

**Lincoln and Continental Owners Club  
Southern Region  
National / Southern Region Membership Application**

First Name: \_\_\_\_\_ Middle Initial: \_\_\_\_\_ Last Name: \_\_\_\_\_

Spouse/Significant Other: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Address: \_\_\_\_\_ Home Phone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Cell Phone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

**About Your Lincolns:**

Year	Model	VIN (required for National LCOC)	Condition: Circle one
			Original / Restored / In Restoration / Parts Car
			Original / Restored / In Restoration / Parts Car

**National and Southern Region Annual Dues (National LCOC Membership is a pre-requisite to Regional membership)**

**National Membership Dues:** \$42.00 Annually (Member – 1 vote, spouse is an Associate Member).

**Southern Region Membership Dues:** \$15.00 Annually. New members joining between July 1 through October 31 (½ year membership initially) will pay \$7.50. Renewal membership will be \$15.00 thereafter. You may join the National LCOC and the Southern Region using this form, and submitting one check for \$57.00, or \$49.50 for ½ year Southern Region dues, depending on date of application. The Southern Region will forward payment to the NATIONAL LCOC Membership Office for you.

**Please INITIAL one of the following:**

\_\_\_\_\_ I'd like to join the Southern Region LCOC. I'm **already** a NATIONAL LCOC member, and I have paid my NATIONAL dues. (\$15.00, or \$7.50 for ½ year initial membership).

\_\_\_\_\_ I'd like to join the NATIONAL LCOC **and** the Southern Region. I'm submitting **both** dues. Please forward my membership information and payment to the NATIONAL LCOC Membership Office.

Please mail check (made payable to Southern Region LCOC) and application to:  
David Hardee, Membership Chairman, Southern Region LCOC  
1217 Glenwood Road, Columbia, SC 29204-3350