



Lincoln and Continental Owners Club

Southern Region Banner

Volume: XXI Number: 3

3rd Quarter 2010

www.southernregionlcocc.com

Calendar

National Meets For 2011

Eastern Region in
Laconia, New
Hampshire
June 2-5th

Mid- America Region
Pontiac, Michigan
July 27-31st

Western Region
Redmond, Oregon
September 15-17th

Regional Events

Membership/ Board
meeting
Spencer, NC
November 13th, 2010

Raleigh Classic Auction
December 3 & 4th 2010
www.raleighclassics.com

Charlotte AutoFair
April 7-11th 2011

Check our website for
calendar updates

www.southernregionlcocc.com

Directors Message:

This has been a busy year with the Southern Region. In an ongoing effort to bring more of our membership out to events, we have tried to be responsive to your requests and tour collections. We scheduled only the very best this year. The Cofer collection started the year off. This is truly a world class collection of classics, include un-restored Leland Lincolns. Next, the Milt Robson collection near Gainesville, Ga. is on a par with any collection in the world. If you missed it this time, you won't have another chance. The majority of the collection will be auctioned off by RM auctions on November 18. Next, the amazing George Bugg collection in Athens, Ga. was toured on August 7.

I continually solicit your comments and thoughts on how we can make this a better Region. While planning for 2011 activities, the next major event we have in our sights is the 2012 Eastern National Meet in Chattanooga, TN to be hosted by our region! We have committed to host this event in the Spring of 2012 and will soon pick the date, host hotel, and plan activities.

A National meet is a large project that involves many Region members, and this meet is only 1 1/2 years away--so our plans must take shape and move forward quickly.

Please e-mail or call me and share your thoughts and concerns. As a Region we must be united behind this event. It is a great source of income for the Region, providing funding for this newsletter and other activities, so it is definitely a worthwhile and important project. I look forward to hearing from you soon.

Roger Carlson, Director of the Southern Region

[Annual Membership Meeting- November 13th](#)

The Southern Region annual Membership Meeting will be held Saturday November 13th at the NC Transportation Museum in Spencer, NC. After meetings in SC and GA the past few years we thought we'd bring it up North! See inside for more details—but **MAKE PLANS TO ATTEND** and help the Board and Managers plan for 2011 and beyond.

Your 2010 Board, Officers and State Managers

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2011 Membership Meeting—November 13th
Plan to attend

The NC Transportation Museum is the venue for the Southern Region annual meeting, open to all members of the Region! We'll be there 10 to 3 PM in the 'Roundhouse' classroom, with lunch provided (see RSVP for lunch below..) The meeting itself will begin at 11 to allow drive time from the Atlanta area that morning. Election of Officers for 2011 will also occur at this meeting.



In addition to featuring some aircraft memorabilia (Piedmont Airlines was based in nearby Winston-Salem), the small auto collection has 2 Lincolns—a 48 Continental and 56 Mark II among other interesting makes—all maintained by volunteers.

The website is www.nctrans.org for information on the site, and directions. We hope to see you there!



The 37-bay Bob Julian Roundhouse, one of the largest ever constructed, was built in 1924 and is one of the few preserved roundhouses remaining in the country. The building houses about 40 restored locomotives and rail cars..

Located in Spencer, NC—a 1 hour drive from Charlotte and less than that from Greensboro—The North Carolina Transportation Museum is located on the site of what was once the largest steam locomotive repair facility of the Southern Railway. The site features an authentic train depot, about 25 antique automobiles, and a 37-bay Roundhouse that includes 25 locomotives, dozens of rail cars and other exhibit areas. The museum even offers train rides at 11, 1 and 3 that day—and we'll break to make sure we get to ride!



Remember the days of full service ???

Which brings us to.....

LUNCH INSTRUCTIONS:

Please call or email John Fryday by Thursday night, November 11th if you (and spouse) plan to attend, for box lunches will be provided. Choose from turkey, ham or roast beef (or let me know of special needs...)

Phone—704-371-4046

Email john@fryday-doyne.com



James B. Duke's private railcar on display

Want to stay overnight nearby? Nearest Hotels are in Salisbury, NC—Hampton Inn on Klumac Road- +/- \$120 Super 8, Bendix Dr. +/- \$70- let me know when you order lunch and I'll pass it on to others also staying.

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What have we done all summer???

The Southern Region is quite large and our membership is now spread more equally across the 5 + states than ever before—making hosting ‘entire region’ events more difficult. We want to plan for some at the membership meeting in November. But also, we know many of our members are involved in other car clubs—so we’ve seen quite a few of our flock, and their Lincolns, at other events! [Send me photos of your Lincoln ‘spreading the beauty’ of the mark at other shows and we’ll publish them.](#)

Below are some shows where the presence of Lincoln’s added panache and beauty to the field!



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"We hardly drive them for 6 months and take off on a 10 hour trip—and expect a perfect trip??" Rod Moore

Here is the saga of two of the many cars that drove to Ocala, FL this past April-- reminding us that while even new cars can have mechanical failure—a 50 year old one that hasn't been driven a lot is just pressing the odds on a long trip!

or

How a \$ 3 part can just ruin your day (and more than once!) By John Fryday

I approached the trip to Ocala in my 61 convertible with great excitement-and some small degree of trepidation. I was going to caravan with LCOC member James Kaster and his Mark III, and while it wasn't a roll-back (the ultimate security) just having someone nearby to 'pick up the pieces' should that become necessary was comforting. Not that I expected trouble—the 61 had been performing well and I'd driven it to LCOC Meets in Columbus, Cleveland, and Indianapolis.

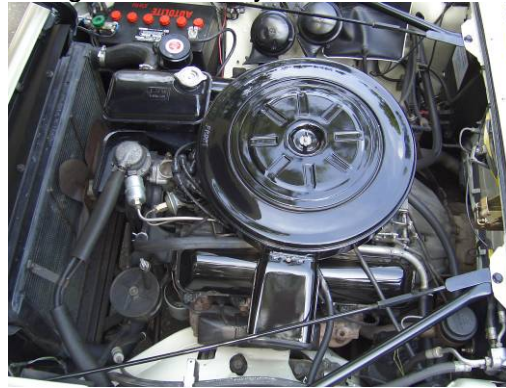


While any issues on those trips turned out to be caused by something I or a mechanic had foolishly done, in the weeks leading up to Ocala we had driven around a lot, and all seemed well. However 10 hours of driving can dispel all sense of calm!

Everything checked twice the night before, we headed out at daylight for Ocala-10 hours away. Weather was perfect, traffic light, and fewer trucks than expected. About 8 ½ hours into the trip we took an exit for gas and I heard the engine squealing and grinding as we entered the station- and then the smoke began.

Opening the hood, transmission fluid was everywhere- but especially on the power steering reservoir top. It seemed to have come from the filler tube. I added some fluid, started it up, and it ran quietly. Checked other fluids and all was OK. Checked again in a few miles when hot and topped it up.

Rod called after we were on the road and I told him what happened. A few minutes later Saint Chris (Dunn) called to see if any parts or help were needed. Being an hour away, I said we'd soon be there.....

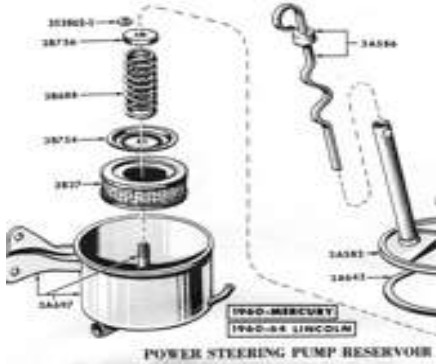


I only wish....

Two exits from the hotel James calls to say the 61 is smoking heavily—so off a ramp we go to the clatter and squealing of the PS again, with lots more smoke. As I'm grabbing the fire extinguisher, a beautiful black 61 Convertible with none other than Chris Dunn arrives and he's to the hood faster than me. Fluid everywhere (with the added aroma of burning on the manifold) we look at hoses, connections—nothing. More fluid goes in the reservoir and we reach the hotel. Chris decides to bring over all new hoses. OK—we made it, but I'm feeling Josephine has let me down even though she gets the best fuel and I lavish \$\$ on her regularly! After a quick drink from the hospitality room, Savior John (Cashman) hears about the events and asks when was the last time I changed the PS filter—and having owned the car 10 years I calmly reply “ *what filter?*” Like many, I have read every word of the over 300 page service manual and studied every picture, so was foolishly confident in my denial. Yes—in 10 years (and probably 10 before that) the filter had not been changed.!!! I had the service manual with me (and tools, and fluids and wire and duct tape—all the comforts of home-except I forgot my razor...) and found, in one single place, in a list of routine maintenance “ **replace power steering filter every 2 years of 24,000 miles**” OOPS!!!

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Well the show went on, and I wasn't judged highly enough to be awarded the Schaffer award I had spent months prepping and many \$\$ trying to achieve—but we had a good time and looked forward to the drive home. I knew to keep a close eye on the PS, and forge ahead. Through a torrential downpour we made it all the way to Charlotte, when 4 blocks from my house—pulling into a station to fill the tank with pâté and champagne (it just seems like it costs that much...) the fluid again erupted and spoiled an almost perfect drive home.



The parts book

image

Once home I add the filter order to one I had underway at a northern parts source. When we take the old filter out it is as hard as a hockey puck!! We insert the new filter --the recessed gasket 'top' means it will only sit one way—and having great difficulty getting the spring to 'seat' it just doesn't seem like the right filter, but must be—right? It looks like the drawing above—but is not correct I now know. The cork gasket location being incorrect quickly seems to have blown out the seal in the PS box in addition to everything else that has transpired, so that gets rebuilt. I call to get the repair kit and Chris' shop tells me the right filter to purchase.

The lessons I feel learned:

Find and study the maintenance charts and make sure to follow them, as they may have some 'hidden' info.

If the part replaced doesn't look and fit like what has been on the car and working, ask LOTS of questions, of more than one of our gurus, before accepting a substitute.

If it just doesn't want to 'fit' it just might not be right, regardless of where it came from....

'Stuff' happens—but our LCOC friends help make lemonade from it--perfect for a Florida excursion!

**The birds were singing for me and my gal...
by Rod Moore**

The ENM in Ocala, Fla. sounded like a great meet from the start. The time was right for a break from the cold temperatures of North Carolina and Linda and I were ready. Jim Wittenburg, godfather to my Lincoln, had checked the car out and new tires had been purchased (after quite a hunt for white wall tires); we were ready to hit the road.

Our trip took us first to Atlanta to visit my Mother. Not exactly 'on the way' from Greensboro, but we toiled on down the road to rave reviews from others on the road and spent the night there before driving on down to Ocala. The entire trip down was without a hitch. Linda even drove the car for a few hundred miles.



After an uneventful arrival and check in we visited with friends and got the car ready for the driving tour arranged for Friday. Taking along a passenger who needed a ride we set out for the restaurant, horse country and a tour of auto collections. Soon into the drive we noticed what seemed to be a *host of birds singing us along our way* and upon arriving at the restaurant we asked a couple of people to check it out with us. Unanimously they agreed: universal joints on the drive shaft. So, we left the caravan and returned to the hotel to seek out Chris Dunn and John Cashman for consultation.

Chris quickly called Lincoln Land and had a drive shaft brought up with the next trip from the business and John Cashman agreed to replace it in the parking lot, as he travels ready to replace, repair and make a mean daiquiri!

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I felt much relieved with that much automotive experience on the job. These fellows are such an asset to the hobby and just the nicest people you would ever hope to meet.



When the part arrived, all wrapped in shrink wrap, Chris was not happy with it but offered to give it to me anyway if John wanted to install it. After some discussion, John told me that I would make it all the way home (noisily) the way the car was running. He guaranteed me that if I had road trouble he would come to wherever I was and fix the running gear. I had total confidence in his advice.

On Sunday, we packed the drive shaft into the trunk and had our pictures made as winners of the Shaffer Trophy and set out for North Carolina in a direct route for the return. The car literally 'sang' down the highway and we were home safely in a mere 10 hours.

John Cashman had called it correctly, once again. Once home, the necessary parts were ordered from Lincoln Land and the universal joints replaced by my local Lincoln Dealer.

Having only had Jim work on the car, I was hesitant to take it in but Jim was overwhelmed with work and suggested that I give the dealership a try.

They loved having the car and showed it to everyone who would take a look. They even kept it in an unused part of the dealership to avoid contact with 'common cars'.

Apparently there is a tool, which I have yet to purchase, for the express purpose of greasing the U-joints on these cars. There was a poster at the meet advertising this tool but I missed the details and failed to get one. Without grease, the joint dries out and after only 42 years they dry out! If anyone knows who has this tool for sale, please let the rest of us know. Having it might save some money which can then be donated to the Lincoln Foundation. (How's that for a smooth plug)?

Safely home again, pleased with the win of the Shaffer and reassured by the reliability of my 1968 sedan, Linda and I look forward to the next adventure to see all of our LCOC friends. We are grateful, beyond explanation, for Chris Dunn and John Cashman and all the other suppliers and mechanics who support our wonderful hobby and the friends along the way who encourage us and give us great pleasure with their friendship, their wonderful cars and their advice.



NEW MEMBERS of the Southern Region

Jeffrey and Anita Bagley – Cumming, GA – 1956 Mark II, 1961 Continental Convertible, and 1972 Mark IV

Aric and Jane Drott – Hiawassee, GA – 1965 Lincoln Continental sedan

Curwood and Carol Sessoms – Belmont, NC – 1961 Lincoln Continental Sedan

Welcome Back:

Lu Norman (Former SR Director) – Lilburn, GA – 1969 Lincoln Continental Coupe, 2001 Lincoln Continental

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Eastern National Meet 2012—Chattanooga, TN!!

The Southern Region has not hosted a meet since 2003 in Hickory, NC—which was a most successful meet for the LCOC. The incomparable Huffman Collection in nearby Granite Falls was the chief draw, and helped create an outstanding meet still remembered. For 2012 the Southern Region has agreed to host a regional meet, and selected Chattanooga at the venue.

While the Chattanooga Choo Choo no longer leaves the Pennsylvania station about a quarter to 4 (with its most famous riders probably alighting from incredible Lincoln motorcars...), the city has a lot to offer the LCOC, and our region as hosts.

Uptown is exciting having retained it's 19th century charm, with a world class aquarium and IMAX theatre, art museums and galleries, riverwalk, and fabulous restaurants all on the edge of the Tennessee River. There is a truly fascinating 'towing museum' that covers the history of the trucks and equipment that created that industry (including a lovely Packard tow truck—Lincoln never having stooped so low.....)



Rock City (mountain) is on the edge of the city— with a cogged mountain climbing tram to the top and curved, exhilarating roads for an auto excursion to the top! From there a visitor can see seven states and find out if one has acrophobia from the heights!! (or if there is a fear of Gnomes one can experience that too in Rock City's gardens!)

Getting there will be easy, with interstates that cross the area. With a diverse, beautiful landscape in the city and nearby, this should be a fun, yet relaxing LCOC meet in a memorable and historic location.



We are still in the process of selecting the weekend, and a hotel site for the meet—but this promises to be a showcase venue for our cars and friends of the LCOC.



Riverboat cruises



Museums overlooking the Tennessee River

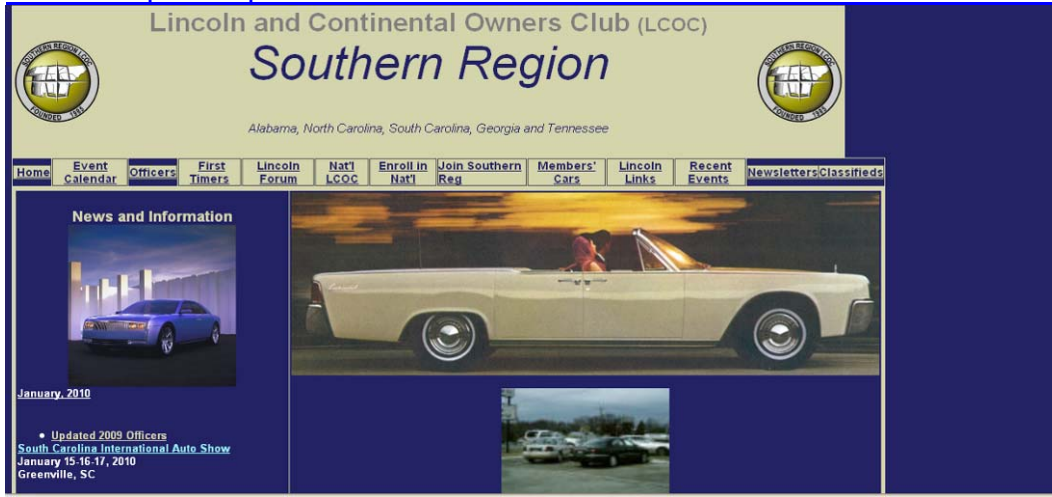
Old Lincoln Parts found for sale, Phil Gevertz

I was contacted by a guy who has some rare parts to tell us about. He has a considerable number of parts from a 1951 Lincoln Lido Coupe. The original 337 flathead Ford engine mated to the original GM HydraMatic transmission and almost all of the chrome and stainless trim parts. He thought someone might be looking for these parts for a restoration project. If you know of anyone doing a Lido restoration project, please forward his information to them. John Towery- can be reached at john@toweryconsulting.com.

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[Southern Region Website –](#)

[More Frequent Updates and new Webmaster! BE SURE TO VISIT OUR WEBSITE REGULARLY!](#)




www.southernregionlco.com

NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE
 Worth repeating!----The Southern Region LCOC has secured the services of Richard Kiraly, who will be responsible for keeping the Southern Region website up-to-date and changing pictures, keeping news and events up-dated, and generally working to make our communication among the membership easier and more current. So contact Richard Kiraly--richard.kiraly@yahoo.com--(803) 201-6744 (cell) or (803) 695-9600 work



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