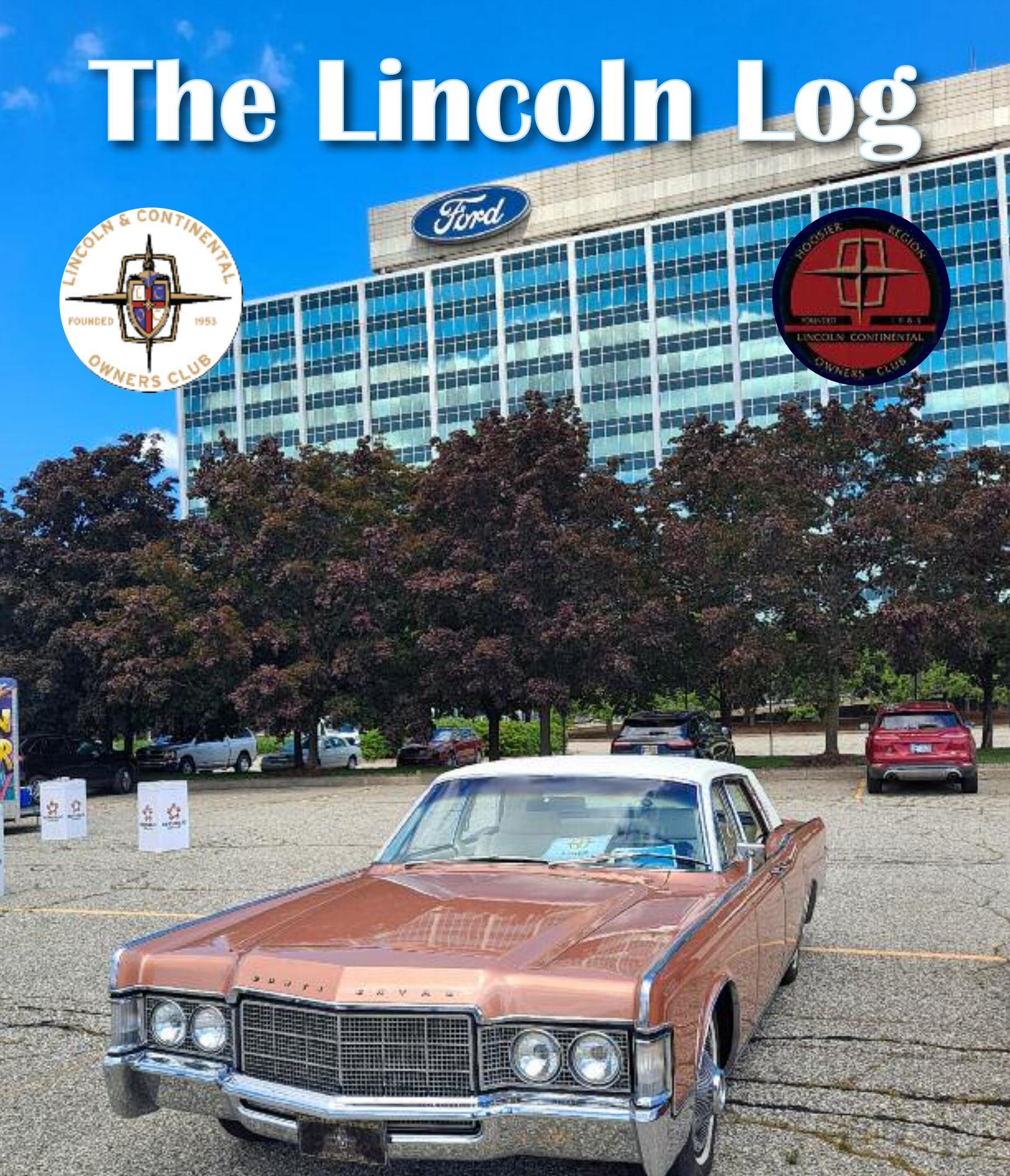


The Lincoln Log



A publication of the Lincoln and Continental Owners Club Hoosier Region
Volume 38 Issue 2 Fall 2022



Approved by the World's Severest Critics

Table of Contents

2 From the Director

Joe Columbe

3 I Shoulda Been a Ford Guy...

Jeff Shively

10 A Centennial Summer

Jeff Shively

14 Ford Fest Information

About the Covers **Front Cover** Joe and Eleanor Columbe's 1969 Lincoln Continental Sedan at Ford Motor Co. headquarters. *Photo courtesy of Jeff Shively.* **Back Cover** Many early Lincolns were on display at the Homecoming. *Photo courtesy of Jeff Shively.*

From the Director

By Joe Columbe

Dear Members of the Hoosier Region:

It has been too long since our last Lincoln Log. I hope all has been going well with you and your Lincolns.

The Hoosier Region was very well represented at the 2022 Lincoln Centennial Homecoming in August in Dearborn and the Gilmore Car Museum at Hickory Corners, Michigan. The weather was perfect every day till the big show on Saturday, and then it RAINED! We'll have more on this event in the next Lincoln Log.

A change needs to be made within our group pertaining to our club's activities. For the last three-plus years, your activities director, me, has not thoroughly done his job.

Because of this, a three-member committee will be assembled that will then be in charge of planning our club's monthly events. I see this committee's duties not only involving arranging events but also reaching out to our membership to ask them to take a month and plan an event. These events can be as simple as meeting for lunch or dinner, visiting sites in our great state, or a weekend of things to do and places to see. Please help out our club when asked.

Happy Motoring with your Lincolns & Continentals!

Continently Yours,
Joe S. Columbe

I Shoulda Been a Ford Guy....

By Jeff Shively



As most of you know, I am a bit of a latecomer to FoMoCo, only joining the ranks of loyal Lincoln owners at age 45 with the purchase of our 2016 MKZ. I've been a GM guy since I bought my 1965 Cadillac in early 1989. Of course, we'd have a somewhat different story if the fellow advertising the 1964 Chevrolet or 1965 Chrysler had answered his phone. But looking back to the years before those ads appeared in *The Indianapolis Star*, providentially on my 16th birthday, it is a wonder that I didn't become a Ford guy from the get-go.

As odd as it might sound, my late mother probably had a greater automotive influence on me as a kid than my father. I keenly remember her playing "drive-in restaurant" with me, using my Hot Wheels and Matchbox cars, reliving the good times she had cruising the drive-in scene in the Evansville area in the late 1950s and early 1960s. She always talked about "Jelly Bean," her red and black 1958 Ford. I never found out what model it was, and no picture has survived the past 60 years. I know she had many engine problems, as she had to replace the powerplant three times in her



Above My dad's first car was a 1946 Ford sedan. Much to his dismay, it was a six-cylinder. *Image courtesy of Ford Motor Co.* **Top** The author's soon-to-be 1963 Lincoln, basking in the warm fall sun. *Photo by the author.*

FAIRLANE

Club Sedan

You'll love the lively life you'll lead in this sleek 2-door sedan with "hardtop" styling. Make your pride just to have it parked in front of the house. And of course it's at home anywhere, as a fine car should be. It loves road work. Sit on the freeway undisturbed. Take to winding back roads like a clock takes to water. Sails over bumps as if the word didn't exist. It's over 37 solid feet of magnificent motorcar that looks, drives and makes like a million; yet its cost is small in the low-price field.

Pop! Up goes the sunshaded deck lid, and there lies a regular cover waiting for your luggage. When you're particular about getting back in 4 months to the country, you can hardly afford to wait for passengers either.



Ford Motor Company Division of Ford Motor Company

ownership. We found out at her funeral in 1994 the reason she'd never mentioned. My mom had quite a lead foot in her early 20s and liked to race people through hilly southern Indiana coal country. When I knew her 15 years later, she was a very safe driver. She also bore a scar above her eye from a crash in the early 1960s, and she always carried a Scripture card in her wallet for divine protection. My dad still has this card 28 years later.

My mom always cursed the successor to "Jelly Bean," a used Ford Falcon. It was a real dog, she said. I suspect that my grandparents strongly suggested a more sedate ride for their daughter after the crash.

The last car my mom bought before she married my dad in 1971 was a blue 1966 Ford Mustang Coupe. In 1969, she was working as a legal secretary for Don Hendrickson, a young attorney in Boonville, Indiana.



She bought this sleek coupe in its base form, a 200 CID straight six and a three-speed on the floor. She loved that car, perhaps even more than "Jelly Bean," because it represented to her that at age 30, she had finally "made it." Because of that job, she met my dad, in all places, at the Boonville post office.

ABOVE The Falcon for 1960 was portrayed by admen as far sportier than my mother remembered. **TOP** Jelly Bean was my mother's favorite call, but with no surviving pictures, I can only guess that it looked a lot like this 1958 Ford Fairlane. *Images courtesy of Ford Motor Co.*



My dad recalls two things about that car. It was very, very thrifty. In the early days of their marriage, they made monthly trips to see his parents in Arcola, just west of Fort Wayne. The Mustang got far better mileage on those long trips from one end of the state to the other than his new 1971 Dodge Dart Swinger. He also remembers that it liked to pop out of third gear at inopportune times.

The Mustang came to a sad end, probably in 1975, because it was gone when we moved to Greensburg in January 1976. My mom lent it to her younger half-brother. For reasons still unclear, he demolished the car, so it was junked before its 10th birthday. I don't think she ever forgave him for senselessly destroying the one tangible symbol of

ABOVE The 1966 Ford Mustang was a symbol of youth for people in the 1960s. **BETWEEN** My father's second car was also a 1946 Ford, albeit with a V-8. *Images courtesy of Ford Motor Co.*



The **FORDOR SEDAN** appeals especially to those seeking big-car value in the low-price field. It's BIG from every angle—massive front end—low-and-wide body—wide, sweeping rear deck. It's big inside, too—with plenty of comfort.

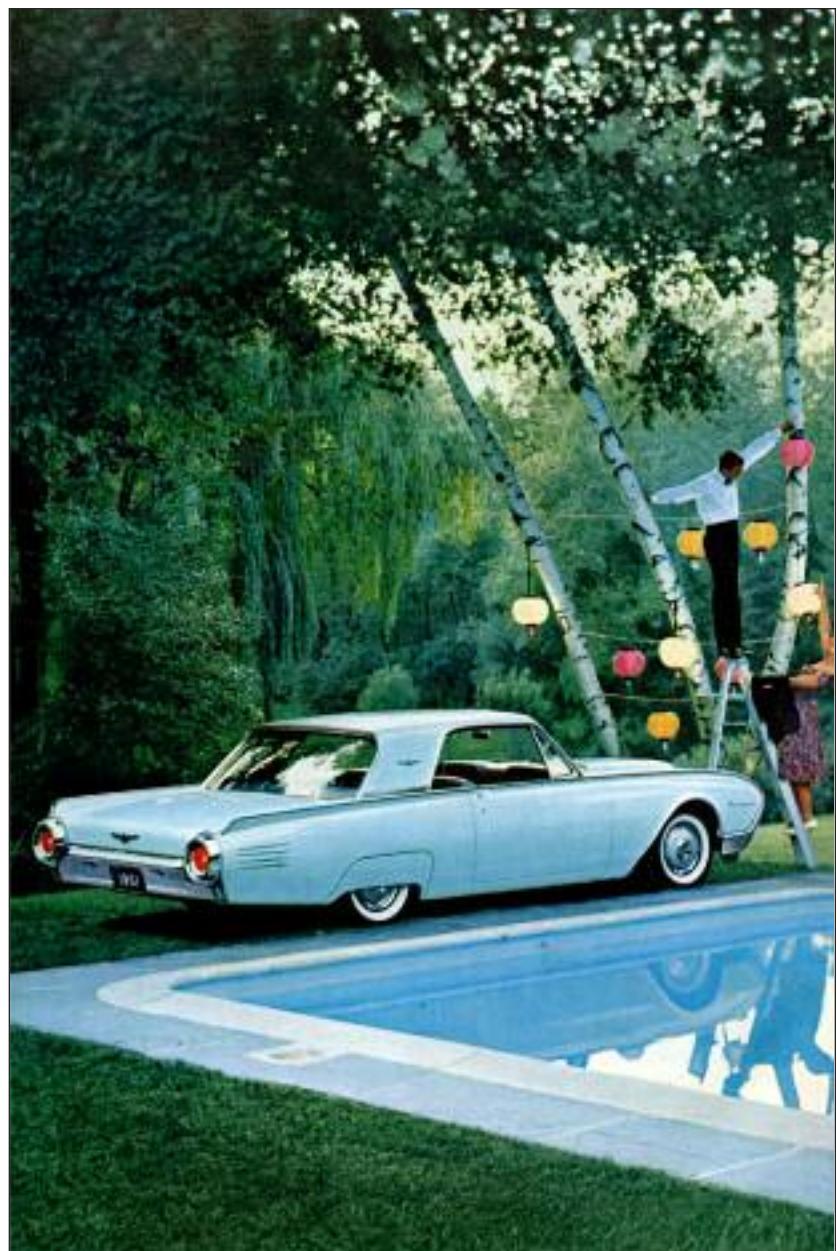
escaping poverty and making her way in the world.

I have an attachment to that Mustang as well, albeit not a pleasant one. It is the earliest memory that I can date to the year it happened. I remember a fire under the hood and mom grabbing me and pulling me out of the Mustang. I was probably two years old at the time, meaning it was the summer of 1975 when this occurred.

My dad also had a bit of a Ford influence on me, albeit not as strong as my mom. His first car in the 1951-1952 school year was a 1946 Ford sedan. His father, being a farmer/pipe fitter, insisted that his son have something practical, so it was a six-banger. Before long, dad had an accident, necessitating its replacement with another '46 Ford, this time with a V-8. My father went on to be a Chrysler guy for many years, buying new Dodges in 1961 and 1971 before going GM in 1982, with a massive 1976 Buick Electra 225.

However, my dad's younger brother, Kenny, remains true to Ford to this day. Even though he doesn't drive anymore, a pair of Mercury Grand Marquis and a 1990 Ford F-150 are still in his garage. His influence on me goes back to my early days.

For the first decade of my life, we spent at least one weekend a month visiting my grandmother on the Shively family farm near Arcola. Today, there are housing developments across the Bass Road from the farmhouse, but 40 years ago, it was open country for miles in every direction, dotted with farmsteads dating back to the turn-of-the-century. Of course, while visiting, I played in the barn. I rode on the 1942 Farmall H that my grandpa bought new. I always enjoyed playing in the old chicken coup, a concrete block building about the size of a one and half-car garage. By the 1970s, it was used for storage. Inside the building was something that drew my interest- a Honey Beige 1961 Ford Thunderbird. Kenny bought the car in 1964, the same year he built the house where he still lives. It was loaded with almost every option except for the swing-away steering wheel. It was quite an accomplishment for a young pipefitter with two daughters under the age of five to own such a car. About 10 years later, it had a carb fire and was retired to the chicken coup. I loved playing in and around that car as a kid. When they sold the farmhouse, garage, and chicken coup to Kenny's youngest daughter sometime after my grandmother passed in 1983, the T-Bird moved down the road to his pole



barn, where it sat until about 2015. He decided to sell it. A young guy bought it and supposedly got it back on the road, so this car has a happy ending.

You'd think my first car would have been a Ford with all this family history. Had I been born a year or two earlier, there's no doubt about it. I spent much of the 1980s building model airplanes. Of course, in 1988, things changed because I attended driver's education that summer. Suddenly, I noticed cars, something I hadn't done since beginning my obsession with WWII airplanes in 1981. I started building model cars. The first kit I built was a 1949 Ford Crestliner. It was followed by Monogram's 1941 Lincoln Continental Cabriolet, which is on display in my downstairs library as we speak.

This interest going into my sophomore year wasn't just spurred on by miniatures. On the way to my second-favorite hobby shop, Wings' n Rails in Plainfield, I spied a pair of 1959 Edsels for sale on the side of U.S.40. I passed those cars many times that year, and since then, I have had a certain affection for the Edsel.

My mom's influence reappeared at this time, albeit against her wishes. She made it clear that I shouldn't buy an older car. Nevertheless, her stories of the 1966 Mustang had settled into my consciousness. This was further driven



home by a somewhat annoying but memorable ad campaign for Rally's in 1988-1989, which briefly featured some young people in a red mid-1960s Mustang convertible. Oh, now I had to have one!

The search for a car intensified in the waning months of 1988. There was a 1966 Ford Mustang Coupe and a more modern Fox-bodied equivalent for sale at my local buy-here-pay-here lot. My parents wisely steered me clear from that place, aiming me at more reputable dealers instead. Trips to these dealerships revealed all kinds of fun cars, from a 1956 Studebaker Power Hawk to a 1980 Olds Toronado. Then came that fateful edition of the Sunday *Indy Star*; the rest is history.

CLOCKWISE FROM BELOW My uncle's 1961 Ford Thunderbird fired my young imagination as it sat in the old chicken coop on the family farm. Photo courtesy of the author. Here it is in the 2010s sitting in his barn. **Umistakably new...unmistakably Thunderbird.** Image courtesy of Ford Motor Co. **One of the first** model cars I built as a teenager was a 1941 Lincoln Continental. Image courtesy of Ford Motor Co.



INTRODUCING THE NEW BREED

Presenting a whole New Breed of Mustang for '79. Dramatic new sports car styling gives this Mustang one of the most efficient aerodynamic designs of any car now built in America. Mustang's precise handling helps it flatten curves. Choose from four engines: a standard 2.3 litre overhead cam, and options of V-6, V-8... even a Turbocharged Mustang. And with all this, Mustang is still sticker priced to help you bring one home, in 2- or 3-door models. Capture one at your Ford Dealer now.

FORD MUSTANG

FORD DIVISION

FORD MUSTANG '79

An exciting new kind makes history by making



1959 EDSEL

It's the kind of car you hoped would happen! A full-size

Soundly engineered. Solidly built. And priced with the

Add it up. You get solid new distinction rivaled only by cars costing much more! Bold new vertical grilles. Strong new lines. Generous new rear luggage deck.

You get beautiful new efficiency. Roomy spacious interior—with less weight outside. Sit adult ride in comfort, but Edsel's compact 120-inch wheelbase fits any normal garage, swings easily in and out of tight spots.

You get lots of go for little gas. Pounds and pounds of needless car weight are gone. And four new fitted engines are here! Including a thrifty six with a powerful test track record. And a new economy V-8 that uses regular fuel and savings big mileage from every ounce! You get all the ruggedness quality that marks a superior

car. Super-smooth ride. Colorful interiors. plushy plushy carpeting and many more added extras.

For the challenging new 1959 Edsel, does it make sense? For example, the new Edsel Ranger is priced almost exactly the same as the popular Ford Mustang. The new Edsel Citation, in competition, is actually higher in price.

It's easy to see why this is making sense. The new kind is here. See it now at your Edsel dealer. See the new models!—trust, we



of car-
ng sense!



se, practical beauty.

most popular three!

Big, self-adjusting brakes. Lux-
y other added appointments at

Edsel is proud with the most
in, you'll find that a new Edsel
exactly the same as many models
and Ford. See for yourself—this
based on the factory suggested

the car that makes history by
and of car you've been waiting
and Dexter. Ten history-making

VISION • FORD MOTOR CO.

Photo: Inc. Ford Motor Sales Division



CLOCKWISE FROM ABOVE I discovered the Edsel when I was 15 years old during trips to the hobby shop in Plainfield. Perhaps an impossible dream a 1959 Edsel Corsair Convertible. Who knows, maybe a Mustang is in my future! I briefly considered a Fox-bodied Mustang, but thought better of it. *Images courtesy of Ford Motor Co.*



EDSEL CORSAIR CONVERTIBLE

As I sit in my office, over a third of a century into the old car hobby, it still amazes me that I took so long to become a Ford guy. Even now, so many of the cars I like are Ford products. I love 1958-1966 Thunderbirds, and my affection for early slab sides and first-generation Lincoln Continentals is well-documented. When I think about my upcoming 1963 Lincoln Continental, I am encouraged to get my current cars in order so that I can bring it home for good. And I still have the keys to my mom's Mustang, so...you never know. Maybe someday, I will buy a blue 1966 Mustang Coupe of my very own!

Jeff Shively is an LCOG member from Noblesville, Indiana.



A CENTENNIAL SUMMER

BY JEFF SHIVELY



As I write this on the cusp of autumn, a feeling of contentment washes over me. It has been a great season. True, there is still no vintage Lincoln in the Shively garage, but the past few months celebrating the centennial of Lincoln's acquisition by Ford Motor Co. have been extraordinary.

The season actually began on a rather gray April day in Dearborn. I was part of a group, including Paul Temple, David Shultz, and Jim Blankenship, that attended a superb display put on by Ford. Seeing Edsel's personal 1941 Lincoln Continental was particularly special. I also met Jim and Cheryl Farrell, the wonderful couple who produce so many great articles for the Comments. It was a long drive for a relatively short program, but a fantastic way to kick off the Centennial Summer.

Up next was the long-delayed Western National Meet in Palm Springs, California. If you like flash, pizazz, and mid-century architecture, this was the place to be. In so many ways, it was overwhelming, as there was so much to process. Even if there had been nary a Lincoln in sight, it would have been worth the trip. The natural beauty of the place is astonishing. The sun put on a show twice daily, and it was a hard act to follow, painting the sky in colors I've not seen this side of a dream. Add in swaying palms, some mountains, and a desert landscape, and you have an amazing locale for a car show. And what a show it was. The multitude of shades created by nature was nearly matched by the paint colors on the many Lincolns of all eras on display. Of course, I think the cars from the mid-1950s to the mid-1960s seemed the most at home in this environ. This was my first trip to California in nearly 20 years, and it is something I will not soon forget.

Rounding out the Centennial Summer, we returned to where it all started a century ago. I really got a kick out of staying at the Dearborn Inn. It reminds me of the neat hotels built at our state parks in the 1930s, only nicer and on a much larger scale. Ever since my first visit to the Gilmore 15 years ago, I have been enchanted with southern

LEFT Edsel Ford's personal 1941 Lincoln Continental Cabriolet was one of the choice Lincolns on display in Dearborn. *Photo courtesy of the author.*





CLOCKWISE FROM ABOVE Early Lincolns were out in droves at the Gilmore for the Lincoln Homecoming. This lovely 1940 Lincoln-Zephyr Continental is one of a handful of surviving coupes out of 54 produced. 1964 was a landmark year for slab side styling. This Mark II looks perfect among the palm trees on the golf course in Palm Springs last May. *Photos courtesy of the author.*



Michigan, particularly the area around Hickory Corners. Just as the desert surrounding Palm Springs seems to be just right for a Wisteria 1956 Premiere, the rambling rural roads around Gull Lake are a perfect fit for a Leland Lincoln or even a racy Zephyr cabriolet. Trips to the Kellogg home and downtown Marshall were nostalgic. The giant Rexall Drugs sign on an old-fashioned pharmacy recalled a time before box stores and superhighways, an America of small towns peopled by patriotic and self-reliant citizens. The English Tudor style of the Kellogg family's summer residence reminds us of an age when great men did great things, and the world benefited. These are times that must be remembered, cherished, and, most importantly, built upon, if we truly want to honor these giants.

Of course, the selection of Lincolns was astonishing, in both variety and quality. I have never seen so many L and K Models in one place! Yes, I love first-generation Lincoln Continentals and, of course, the slab side years. But seeing where it all began and understanding that heritage is vital. The only spoiler for the week was torrential rain on Saturday. I've never seen rain like that at a car event, and I've been to my share of washouts over the years.

As we close the book on 2022 and the Lincoln Centennial, I hope you had as much fun this year as I did. There is still a lot to look forward to in the coming years, but I believe that 2022 will always hold a special place for Lincoln lovers.

Jeff Shively is an LCOC member from Noblesville, Indiana.



**DERBY CITY MUSTANG CLUB & Bill Collins Ford
“FORDFEST”**

**33rd ANNUAL MUSTANG & OPEN CAR SHOW
Friday Pony Trail: October 7, 2022 will be announced via
FaceBook and web site www.derbycitymustangclub.com
SHOW: October 8, 2022
(RAIN OR SHINE)**

**CHARITIES: BILL COLLINS PARKINSON’S FOUNDATION/ CRUSADE
FOR CHILDREN AND ACTIVE HEROES**

NAME(S): _____

ADDRESS: _____ CITY: _____ STATE: ___ ZIP: _____

PHONE: () _____ CELL: () _____ EMAIL: _____

Please complete one form for each car registered for the show.

CAR YEAR: _____ MAKE: _____ MODEL: _____ BODY: _____ COLOR: _____
*** Please check your class: ***

DAILY DRIVEN (True daily drivers only)

Before 1964 _____ 1964—1993 _____ 1994—2009 _____ 2010 - PRESENT _____

ALL OTHER

Before 1964 _____ 1964—1993 _____ 1994—2009 _____ 2010 - PRESENT _____

(Cars will be judged on Cleanliness, Quality of workmanship, and Condition - no under carriages judged.)
100 AWARDS WILL BE PRESENTED

CLUB AFFILIATION: _____ (Arrive together to park together)

SHOW SCHEDULE: Show site: Bill Collins Ford, 4220 Bardstown Rd, Louisville, KY 40218

SATURDAY: Registration: (8:00 AM to 11:00 AM)

Judging: (11:00 AM) Awards: (4:00 PM)

Free dinner during Awards Presentation.

ENTRY FEE ALL CLASSES ENCLOSED: \$20.00 _____ (All entry fees donated to Crusade for Children and Active Heroes)

MAKE CHECKS PAYABLE TO: DERBY CITY MUSTANG CLUB (NO REFUNDS AFTER August 26, 2022)

MAIL TO: Wynn Jefferson, C/O: Derby City Mustang Club, PO Box 43638, Louisville, KY 40253, Email: wynnjefferson@gmail.com
Contacts: David Payne, dpayne6t6@gmail.com (502) 254-2606 Joe Schreiner jschreinerjr1948@gmail.com (502)541-5456

DISCLAIMER: I agree to abide by all show rules and understand that I am solely responsible for my vehicle and property. Entrants and participants by execution of this entry form, release and discharge Bill Collins Ford, Event Sponsors, Derby City Mustang Club, their officers, directors, employees, agents, representatives, servants and anyone else connected with the presentation of the Derby City Mustang and Bill Collins Ford “Fordfest” event from any and all known and unknown damages, injuries, losses, judgments and/or claims from any cause whatsoever that may be suffered by any entrant or participant to his/her person or property.

SIGNED _____ DATE _____



ACCOMMODATIONS

Quality Inn East
1301 Kentucky Mills Dr,
Louisville, KY 40299
502-267-8100
Rooms from \$94.00
(Plus tax)
Includes 2 free breakfasts
per sleeping room

Please call for reservations.

Mention Derby City Mustang Club
when you register to receive the
Special rate. #4396360

Our block of rooms will be
released to the general public
on September 16, 2022.
So make your reservation early.



Bill Collins Parkinson's Center



Derby City Mustang Club
PO Box 436368
Louisville, KY 40253



DERBY CITY MUSTANG CLUB

and Bill Collins Ford

Present

FORDFEST

33rd ANNUAL MUSTANG and
OPEN CAR SHOW

OCTOBER 8, 2022

Friday Pony Trail

www.derbycitymustangclub.com
October 7, 2022

Location:

Bill Collins Ford

4220 Bardstown Road

Louisville, KY 40218

