

The Centennial Homecoming

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The Lincoln and Continental Owners Club, (“LCOC”), was the host of the Centennial Homecoming held from August 7th to August 14th this past summer. The Centennial celebrated the 100th anniversary of the purchase of Lincoln by the Ford Motor Company in February 1922. This “one-in-a-lifetime,” weeklong celebration started in Dearborn, MI, and continued on to Hickory Corners, MI, home of the Lincoln Motor Car Heritage Museum located in the amazing Gilmore Car Museum campus. The museum was conceived, designed, and funded by the Lincoln Motor Car Foundation, which was established by the four major Lincoln enthusiast clubs – the Lincoln Owners Club, Lincoln-Zephyr Owners Club, Road Race Lincoln Register, and the Lincoln and Continental Owners Club. Members from all four of the Lincoln enthusiast clubs brought their Lincolns to the Centennial.



Attendees stayed at the Dearborn Inn, in Dearborn, MI. This historic inn was built by Henry Ford in 1931 across from what previously was the Dearborn airport, which is now the location for Ford’s vehicle test track. The walls of the Dearborn Inn are adorned with pictures and artwork all about Fords and Lincolns. In preparation for the scheduled Centennial meet to take place on Saturday, the 13th, mechanical judging we performed in the parking lot of the Dearborn Inn. The parking lot full of amazing Lincolns looked like a show field.

The entire week included some pretty amazing events for Lincoln lovers! Our first night together was Sunday evening where we all enjoyed a fantastic dinner at Fair Lane Estate, the home of Henry and Clara Ford. Joining us at Fair Lane was Edsel B. Ford II, great grandson of Henry Ford. Edsel held court and mingled with the many Lincoln fans, posed for pictures, and held a brief talk and also answered a few questions. On the right is a picture of Edsel with Carl Villone, Director of the Philadelphia Region of the LCOC. Below is a picture of Edsel with Rusty and Anya Rentsch.



Fair Lane Estate is an amazing home. We toured the garage where we imagined Henry and his Chauffeurs climbing in his various Fords and Lincolns, we ate dinner in what used to be Henry and Clara’s indoor pool, and we walked the same floors and stairs the founder of Ford Motor Company walked. Such history! That’s Mike Stinson in his 1970 Continental Mark III to the right in front of Henry and Clara’s house.



Monday and Tuesday had similar schedules during the day. Attendees had their choice on both days to partake in a guided tour of the Edsel and Eleanor Ford Estate, a factory tour of the Ford River Rouge plant, or a visit to the Henry Ford Museum. Naturally, good Lincoln lovers chose “all of the above,” and we had two days in which to visit all the attractions.



Edsel and Eleanor Ford’s Estate is in Grosse Pointe Shores, MI. The Estate sits on the shore of Fords Cove off of Lake Saint Clair. In addition to the Estate, the grounds include a Visitor Center, which has dining areas plus a collection which contains arguably one of the most famous of Lincolns, the 1939 Lincoln Continental prototype, the forerunner of the 1940 Lincoln-Zephyr “Continental Cabriolet,” later changed to Lincoln Continental. The group enjoyed lunch in the visitor center, and we wandered the grounds of the Estate.



The tour of the River Rouge factory was just as fascinating, but what a difference compared to the Ford Estate! At River Rouge we saw the latest in factory automation at work building the Ford F-150 pickup. Robots were swinging doors and windshields around and placing them in the exact location measured to the millimeter. Every 51 seconds a new F-150 rolled off the end of the line. Fascinating! But unfortunately, no cameras were allowed in the plant! To the left is a picture from the observation deck overlooking the factory.

Dinner on Tuesday evening was at the famous Henry Ford Museum. This museum celebrates all things “industrial.” While there were tons of classic and important vehicles, the museum also has aviation exhibits, power exhibits, furniture exhibits, and of course a giant Allegheny steam locomotive... all under one roof. After cocktail hour we enjoyed dinner with Lincoln executives including Joy Falotico, President, Lincoln Motor Company. Below are just a few photos of the exhibits and attendees.





The lady on the left is Joy, President of the Lincoln Motor Car Company.

Wednesday was another picture-perfect day. Everyone packed up their Lincolns and gear and headed to Ford World Headquarters, aka “The Glass House.” We parked our Lincolns in the lot directly in front of the building and demonstrated our love and support of all things Lincoln. Joy was there with additional Lincoln staff, and we wandered the inner sanctum of

the Glass House and saw new and future Lincolns and enjoyed lunch in the employee cafeteria or the food trucks outside. Lincoln staff were available to answer any questions we might have about future vehicles.



After lunch we gassed up our cars and began a Lincoln caravan heading west to Kalamazoo where we would bunk down for the rest of the week. The drive was roughly two hours at 70 MPH which our Lincolns can do with ease. We received a lot of “thumbs up,” from the other motorists on I-94 as we headed west.

Thursday in Kalamazoo was beautiful and not a cloud in the sky. After breakfast, attendees drove their Lincolns to the fabulous Gilmore Auto Museum, in Hickory Corners, MI. Optional driving tours for Thursday and Friday included visiting the W.K. Kellogg Manor House and Gardens, the summer home of W.K. Kellogg, the inventor of toasted Cornflakes, and his second wife Dr. Carrie Stains. Check out the



Lincolns gracing the driveway at the Manor House. An alternative driving tour took attendees through the historic town of Marshall, MI. A third alternative was to view the amazing car collection of Bill Parfet.

On Thursday evening we had a cookout next to the Lincoln Heritage Museum on the Gilmore campus. Lincolns were parked all around, the food was terrific and there was also an auction of Lincoln parts, memorabilia, clothing, you name it. And gift baskets, too. Check

out the crowd around the auction items in the picture on the right.



The schedule for Friday was similar. There were quite a few Lincolns being spiffed up and polished in the parking lot of the Four Corners Sheraton on Friday in preparation the meet on Saturday at the Gilmore Auto Museum. Too bad a lot of that spiffing up work went to waste...

Saturday was show day! Now remember, so far this recap of the Centennial events mentioned the weather was picture perfect. In Dearborn and Kalamazoo, and on up to Hickory Corners, we had our convertible tops down and the sun shining off our chrome. So, since Saturday is show day would you like to guess if our string of great weather continued?



Johnny! We have a winner! OF COURSE, it has to rain on show day! The day started out cloudy as the Lincolns took to the show field at the Gilmore Museum. Rows and rows of beautiful, clean, polished, magnificent Lincolns parked on the grass. Check out the great lineup of 1970's Lincolns in the picture at left. The field was ready by 10:00AM. But the rain beat everyone and started around 9:00AM. And it rained. And it rained. Buckets. Drenching our beautiful babies. As they say in Hollywood, "the show must go on!"

The judging team was ready! They donned sophisticated rain gear designed specifically for judging classic automobiles in a downpour. See Mike Bradley and David Bradley modeling the variations of this space age rain protection, at right. The judges and owners kept calm and carried on! Trunks were opened, if just briefly, doors were opened, and towels were ready. Judges wrapped their judging sheets in clear plastic and wrote under the plastic to record their findings. And it rained. The temperature dropped into the mid-sixties, after all, it is Michigan. Luckily the wind was not an issue. Here are some pictures of the show field during the day.



But hey, we love Lincolns, which are expertly engineered and tough vehicles. Are we going to let a little, (OK, a lot), of rain ruin our day? No way. Judging was completed and we rushed back to the hotel and changed into dry clothes for the evening awards banquet. The banquet was terrific with great food and drink, and we were seated in the main room of the Gilmore Auto Museum right next to the Corvette exhibit.

Quite a few of our Philadelphia Region members won awards at the Centennial meet. Here is a list of the awards received by our region members:

Class	Award	Owner	Vehicle
Primary	Lincoln Trophy	Carl Villone	1978 Lincoln Mark V
Senior	Edsel Ford Trophy	Tony Russo	1929 Lincoln Model L Sport Phaeton
Senior	E.T. Gregorie Trophy	Mark Lankford	1940 Lincoln Continental Coupe
Senior	Millenium Trophy	Mike Bradley	2002 Lincoln LS Sedan
Senior	Original Trophy	Mike Stinson	1970 Lincoln Mark III
Emeritus	First Time	James Cappello	1989 Lincoln Town Car Sedan
Emeritus	First Time	Rusty Rentsch	1956 Lincoln Premiere Convertible
Emeritus	Third Time	Pat Arcieri	1979 Continental Mark V
Primary	First Place	Carl Villone	1978 Lincoln Mark V
Primary	Third Place	John Curry	1969 Lincoln Continental Mark III
Senior	First Place	Mike Bradley	2002 Lincoln LS Sedan
Senior	First Place	Lawrence Highbloom	1962 Lincoln Convertible
Senior	First Place	Mark Lankford	1940 Lincoln Continental Coupe
Senior	First Place	Tony Russo	1929 Lincoln Model L Sport Phaeton
Original	First Place	Mike Stinson	1970 Lincoln Mark III
Emeritus	First Place	Rusty Rentsch	1957 Lincoln Premiere Convertible
Emeritus	First Place	Pat Arcieri	1979 Continental Mark V
Emeritus	First Place	James Cappello	1989 Lincoln Town Car Sedan

Sunday dawned cloudy, but at least it wasn't raining. We said our goodbyes packed our gear and our cars and headed home. We had an incredible week filled with fun and good times with our fellow Lincoln lovers. We enjoyed great food and drink and the camaraderie of our fellow Lincoln enthusiasts.

Here's to the next one hundred years for Lincoln!