



The Way of the Lincoln Zephyr V-12

JULY - AUGUST 2008

\$4.50

Volume 36, No. 4

Ford's 100th Anniversary
and GOF XXXV

100
1947

1943

1932

100
1948
Ford Convertible
Owner: Brian Stankovic
Warren, Michigan

Official Publication of the LINCOLN-ZEPHYR OWNERS CLUB



■ Left: Gordon Harbuck accepts the new Founders' Trophy from LZOC president Jerry Emery, right. The trophy is a plaque bearing an original stainless steel serving tray from the old Burlington Zephyr passenger train of the mid-1930's. The design on it is enlarged below; it was featured on the cover of Volume 12, No. 6, of The Way of the Zephyr.

Another new trophy made its first appearance at this meet: the Founders' Trophy for Best Lincoln-Zephyr of Show. The trophy itself was made from one of the stainless steel serving trays used on the Burlington Zephyr trains in the mid-1930's, which was donated to the club by one of its founders, John MacAdams. Carolyn Wolfson made a trophy out of it by mounting it on a polished wooden panel, with a



plaque above the tray identifying it as the "Lincoln Zephyr Owners Club Founders Trophy," and two plaques below the tray, naming the founders, John Yount and John D. MacAdams. Below these are fifteen blank metal strips that will be engraved with the names of the annual winners. (What happens after

2017? Nail more plaques on the back?)

The first plaque will be engraved with the name of Gordon Harbuck, of Hiawassee, Georgia, and his 1939 Lincoln-Zephyr Convertible Sedan, Best Zephyr of Show at GOF XXXV, and the only car at the meet to rate 100 points. Gordon showed this Neenah Cream car first at the St. Louis meet in 2000, where it racked up 99 points and first place in class.

The award for Best Continental of Show went to Bob DiCarlo, of Painesville, Ohio, for his striking Chetwyn Beige 1942 Cabriolet. At 98.3 points, it was the highest-scoring Continental in the show. Bob bought this car just a few years ago, already restored, and has done very well in showing it ever since, taking first a Ford Trophy at a 1999 I&COC Eastern National Meet, then a Senior Class third

place at the 2000 meet in St. Louis, followed by winning LZOC's trophy for Best Junior Continental at GOF XXIV in New York last year.

Bob also showed his 1941 Continental Coupe at the Dearborn GOF. This Paradise Green beauty looks flawless but scored only 95 points, which qualified it at least for a first place trophy. It may have been the dual manifold (alas,

■ Left: With a score of 99.6 points for his '41 Coupe, Bill Fobair received one of the new Gregorie Awards at GOF XXXV. Here he shows how it looks. The plaque below the LZOC GREGORIE AWARD casting is inscribed, "The Lincoln-Zephyr Owners Club has judged this H-V-12 Lincoln 'Better than New.'" The white strips say that a car name plate will be sent by mail to attach to the casting, with another plaque with the name of the meet and the date to put on the board below. Extra space is allowed for such plaques to be attached in the future.



■ Above: Bob and Jean DiCarlo with the trophy for Best Continental of Show. At right, Jerry Capizzi, on the left, accepts the Sherm Rinard Memorial Trophy from LZOC v.p. Al McWade.

non-stock) that deprived the car of winning a Gregorie at this meet.

The Peter Watjen Memorial Award for Most Outstanding H-Series V-12 was won by a 1939 Lincoln-Zephyr Convertible Coupe that was so freshly restored that its owner, Michael Dingman, of Palm Beach, Florida, had never seen it before! Nor had Michael ever met Kevin Westmoreland, of Cleveland, Georgia, who had just completed the job for him. Fortunately, the owner was well pleased by what he saw—flawless black paint, a black top and red leather upholstery done by Jim Roll, and detailing good enough to score 97.3 points. The minor deviations from perfection picked up by long-time Zephyrists were fortunately all fixable, and will be tended to. For a guy who has never had much to do with Zephyrs before, Kevin did a remarkable job. This car was done in the same colors as the Ernie Sassano car that was pictured in our May-June issue, the car after which the Fairfield Mint 1:18 scale model was patterned.

Michael Dingman also showed another of the cars from his collection in New Hampshire, and this one was well-known to LZOC members, as it was pictured on the cover of this magazine for July-August, 2000, in what is undoubtedly the most stunning photograph ever taken of a 1940 Continental Cabriolet. Yes, it was the Rhapsody in

■ Michael Dingman (left) with Kevin Westmoreland, who had just finished restoring Michael's black '39 Zephyr convertible. In the background, the Lincoln-Mercury tent.



Blue car, as recreated by Gene Epstein, LZOC 3092, of Newtown, Pa., to duplicate the car specially ordered by band leader Paul Whiteman in 1940. (No one thought Gene would ever part with this car, but he's a car dealer, you know; money talks . . . Yet Gene was so enamored of the colors on this car—Whiteman's special blue, with matching blue leather interior and dark blue top—that he has now restored a '42 Cabriolet in the same combination.) Epstein did not keep the R-I-B long enough to show it at a Gathering of the Faithful, so it remained for its present

owner to introduce it to Zephyrists. Fittingly, it garnered a Gregorie Award and the title of Best Junior Continental at the Dearborn show.

Best Junior Zephyr, and winner of the Sperm Rinald Memorial trophy, was a car well known to LZOC members, but not under its present ownership. It was the 1937 Zephyr Coupe restored by

Roy Thorson in 1985 and shown by him for the next ten years, during which it won every major award for which it was eligible. Now it's owned by Jerry Capizzi, of Chicago, Illinois, and it is still in superb condition, as its 99.5 point score would attest.

Best Senior cars were both well-known beauties from out west. Best Senior Zephyr was Bill Fobair's '41 Coupe from Cottonwood, Arizona, and Best Senior Continental was Pete Dahlquist's yellow '46 Cabriolet from Walla Walla, Washington. Both have been in the winner's circle so often they need no introduction.

One much-anticipated new restoration appeared on the field at Dearborn, racked up 99 points and got a Gregorie Award, yet nobody ever got a good look at it. It was another western car—Tom Brunner's 1938 Zephyr Convertible Sedan from Rio Verde, Arizona, and one of the late Bob Franey's cars that he never got around to restoring. This is Tom's third Zephyr restoration, the others being his '38 Convertible Coupe and the '42 ditto. To protect the new tan top on this black Convertible Sedan, Tom had made a clear plastic cover stitched in the same pattern—a good idea, no doubt, but he never took the cover off, even during the show. It was sort of like seeing a beautiful show girl on stage—wearing a raincoat. And alas, the cover didn't do its job anyway.



■ Bill Fobair's '41 Zephyr Coupe, long a winning car, earned the Best Senior Zephyr trophy at GOF XXXV.