

It's CARLISLE 2003!

Ladies & Gentlemen, it's time again for the gathering of the Marks. We will again meet at Carlisle, Pennsylvania for the All Ford Nationals on May 30 to June 1, 2003. This is the biggest LOD event of the year. Nearly 2000 Ford manufactured vehicles participate in this event. It is the largest all Ford show in the country.



This a show for all vehicles. You do not need a show winning car to be on the show field and have fun. You can bring any Ford to the event. We hope you bring your Lincoln.

The show lasts three days. Cars are judged by the participants on Saturday and the trophies will be handed out on Sunday.

The categories this year for Lincolns are:

- Lincolns (All except Mark VII and Mark VIII)
- Mark VII 1984-1992 (Stock and Modified)
- Mark VIII Stock 1993-1996
- Mark VIII Stock 1997-1998
- Mark VIII Factory and Dealer Limited Editions 1993-1998
- Mark VIII Modified 1993-1995 (Up to three modifications) New for 2003
- Mark VIII Modified 1996-1998 (Up to three modifications) New for 2003
- Mark VIII Custom 1993-1998 (Four or more major modifications) New for 2003

Your only choice now is a regular registration fee of \$45 payable in cash at the gate.

LOD Club members will be staying at the Penn Harris Radisson at Camp Hill, Pennsylvania, <http://www.radisson.com>, or (717) 763-7117. It is only about fifteen minutes from the fairgrounds. The rate for LOD members is \$109 per night. Mention the "Lincolns of Distinction" when making your reservation.

Official LOD Event Schedule

Friday May 30, 2003

From 7AM to 7PM Gates open at 7AM for the Carlisle All-Ford Nationals - park in the Lincoln area - meet up with the early arrivals and start the weekend

LOD EVENT -- From 8 PM to 11PM

The club's annual meeting at the conference room of the Penn Harris Radisson at Camp Hill. Danishes, coffee and tea will be available free to participants.

Saturday May 31, 2003

From 7AM to 7PM Gates open for Day 2 at 7AM for the Carlisle All-Ford Nationals - park in the Lincoln area - meet up with the other LODers and help celebrate Ford's 100th Anniversary. This is also judging day.

LOD EVENT -- From 8PM to 9PM

Cocktails with the LOD.
A cash bar and a lot of bench racing.

LOD EVENT -- ANNUAL BANQUET

from 9PM to 11PM The club will host its annual awards banquet at the hotel on Saturday night. Reservations required. It is unlikely that there will be extra seats available on the day of the banquet. The hotel set the number of seats and meals based on the pre-registration.

Sunday June 1, 2003

From 7AM to 5PM Gates open for Day 3 at 7AM for the Carlisle All-Ford Nationals - park in the Lincoln area - and enjoy the trophy awards and the final gathering of the Marks for another year.

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A Word from the Club President...

The last few months have been rather tumultuous for the club. Our trusted vice-president, Calvin Louie, who had generously donated the domain names, server and software to the club three years ago, suddenly decided a few months back that he wanted to own the club's domain names and have total control of the club's message board. He offered to sell the domain name rights to club for \$25,000. These domain names cost him to register, on average, only \$30 per year. The club's board of directors refused his offer since he had donated this to the club and domains were already legally registered in the name "Lincolns of Distinction."

After the board of directors rejected the vice-president's offer, the registration names of the domains markviii.org and lodonline.org were changed into his own name and access to the websites was blocked from the board of directors. The board of directors has unanimously decided to expel the vice-president from his position due to his hostile actions towards the club. He has been served notice and has per the club's bylaws 60 days to respond before action is taken. The club has also hired legal counsel - a lawyer who specializes in Internet domain disputes. The lawyer has sent notice to the vice-president that he has illegally misappropriated the domain names and hijacked the club's site. Some club members have already begun to donate money towards a legal fund that supports the club. Contributing members include Peter Donato, Bill Hamilton, Norm Wagner and Lee Head. The club is appreciative of these and further donations.

One of the reasons that the board of directors did not agree to the vice-president's demands is that the idea of one-man rule was unpalatable. At great expense for the club, the board of directors has bought

the club its own server space and software. The club has also bought several domain names including mark8.org and lincolnsclub.org. This is a worthwhile investment for the club since it assures the club's independence and does not allow the club to be dependent on the whims of one person.

The board of directors wants to continue to be a club that is run by and for the members. Though these legal disputes put a shadow over the previously cheery atmosphere of the club, we will strive to keep the club a congenial organization that people want to join and stay with. We welcome all members to visit the message board at the new domain names.

To avoid confusion all the LOD domain names are aliases that point to the same site. There you will find the same technical resources and the same friendly helpful people that you have

come to know over the years at the old site.

The club will also continue to support events wherever club members congregate. The biggest event we participate in, All-Ford Carlisle, is coming up on May 30 - June 1, 2003. Admission is only \$45 for all three days and you get to park your car on the show field. You do not need a show car to participate, any Lincoln or Ford will assure that you will have a good time there. You will meet fellow club members from around the country. As usual, we will have the annual club meeting on Friday night, May 30 and a banquet on Saturday, May 31. Register now for the banquet.

This is your club; we strive to make it the best!

Alexander
President LOD

Show off your Membership in the LOD

Here's a sample of the LOD merchandise available at:
<http://mark8.org/lod/merchandise.htm>

Limited Edition Matchbox Trucks & LOD Teddies



Each truck is \$24 including shipping (U.S.) Bears are \$16.00 each including postage to anywhere in the USA

Cool Glassware and Travel Mugs



Set of four clear glass 16 ounce (pint) glass is \$38
Set of four black glass 1.5 ounce shot glass is \$30
Set of four clear glass 7.5 inch bud vases is \$36

(Left) Deluxe Mugs are \$20 including shipping (U.S.)
(Right) Regular Mugs are \$15 including shipping (U.S.)

REMEMBER: Your 2003 membership fee is transferred to the new site. All you need to do is register using your old sig name and let a club admin know you've arrived. Your "Green Guy" will appear shortly after.

A great event for a great car guy

LOD member Aaron "A_Man" Mercer - a long time LOD member and contributor to the board - was always sharing his views and experience in modifying a Mark VIII. Rarely would a day pass that the "A_Man" didn't put a thought forward on a fix, a mod, or advice to help another Mark VIII owner.

Tragically, Aaron's passion for life and motoring was cut short when he was killed in a snowmobile accident in the beginning of March, 2002. Without life insurance, his widow, Hollie indicated that she would need to sell Aaron's well appointed '94 Mark VIII in order to make ends meet.

In an effort to help Aaron's wife, members of the Lincolns of Distinction suggested that his vehicle be raffled off instead of sold, with 100% of the proceeds going to Hollie and her young family. Since the TCCoA (The Thunderbird & Cougar Club of America) had done several large scale raffles like this in the past it was natural to go to them and their leader "Sir Bill" for a hand and team up for a great cause.

LOD member, Paul Christenson, contacted the TCCoA to help set up the raffle. Once "Sir Bill" Wheeler heard the story and instantly offered to run this one, in just a few days, the raffle was up and running.

The *Aaron Mercer Memorial Benefit Raffle* was announced and advertised on both of club's web sites and message boards as well as on several other similar boards all over the Internet. The first report that followed from "Sir Bill" Wheeler, was that the support and response were nothing short of amazing. "We sold over 500 tickets in the first week!" According to LOD president Alexander Sosiak, it isn't uncommon on these message boards for total strangers to get to know one another and develop a bond through

their common interests. He explained that it's these bonds that brought people to help out Aaron's widow in her time of need.

In total, 1055 tickets were sold at \$10.00 each - strictly over the Internet beginning March 31, 2002 -



Hollie Mercer (left) stands with other family members in front of LOD member Aaron A_Man's Gen1 Mark VIII on the day the vehicle was awarded to raffle winner LOD's very own "Devicemanager" (Christo Ramo)

with the last tickets selling on June 9th. Of those 1055, 151 of them were purchased in Hollie's name by people who wanted to help but weren't interested in winning the car. 840 different people each purchased tickets for this raffle.

On Saturday, June 15, 2002, the drawing was held at *Ugly's* in

"The true feelings of appreciation we got from the whole family were simply overwhelming"

Batavia, IL. All the sold raffle tickets were placed in a box, with Hollie picking the winning ticket. The winner turned out to be LOD's very own "Devicemanager" (Christo Ramo). More importantly, a check in the amount of \$10,000 was presented to Hollie. Seven Mark VIII's and three Thunderbirds were in attendance, along with various members of LOD, TCCoA and

Aaron's and Hollie's families.

Leading up to that magic day in June, many, many times the LOD heard from Aaron's Mom & Dad, Hollie's Mom, and Hollie herself - each about how very much they appreciated what we ALL had done for them. They knew the LOD was a big supporter. In fact, we were told that Hollie even printed off the threads the members have posted, and showed it to Aaron's mom. They said it really cheered them up and still means so much to them. And when they would see the raffle numbers going up, it helped build up a very devastated family.

Hollie asked how she could thank us (all she talked about was how much so many did). Of course, the LOD directors told her it wasn't necessary - people did it of their own desire - no thanks required. The true feelings of appreciation we got from the whole family were simply overwhelming.

Before the raffle ended, Hollie Mercer would see the Mark VIII her late husband cherished every time she turned the corner to come to their home. It always brought a flood of emotions for the 28-year-old West Chicago widow.

"I thought -- he's home -- and I'm so happy, and then it hits me he's not. That car was something he was very proud of, it was his baby."

Aaron Mercer was a proud member of an online car club for Lincoln owners. He had spent considerable time contributing to it, and working on his Mark VIII. And the club he was so proud of - paid that car forward with help to his family - once Aaron didn't need it any more.

It's been almost a year - but for us - and Hollie - it's a memory that we all hold of pride, responsibility, and service to the Mark.

Thanks to everyone who participated in this worthwhile effort.

How I Met My Wife of Twenty Years

By Sandy Block
"Sandy"

Readers Note: I am finally out of funny things that happened on the showroom floor during my 27 years of selling new cars and trucks, so this will be my last article for a while.

I had been at "Maplewood Dodge" {in Maplewood, New Jersey} since 1975, and my main complaint was that I wanted Friday nights off - to leave the place at 5:00PM on Friday - because everyone there was married except me, and I was then in my early 30s and I wanted to go out, play and hang with the singles and meet women. When I got done at 9:30 PM, I was too tired to do anything but go home and rest. This banter back and forth went on between myself and the owner, whom I liked very much as well he liked me, but would not give in to my request. This was making me very angry and beginning to show in my dealings with customers. On one particular day our Service Manager came into the showroom and says to me, "Sandy I've got a girl in the shop who really needs a new car. She's got a 1971 Dodge and its waving the white flag". I said, "Okay send her up front." He then replies this is no ordinary customer and she is (as he called her) A FOX! Oookay, I said - so what does THAT mean? Just wanna let 'ya know, he replied. Next thing you know, the door to service opens and he brings her over to me, and does the introductions. Her name is *Karen*. Sandy is now rendered speechless. I walk over to the sales brochure rack to get a full line brochure and as I turn and begin to walk back towards Karen, I visually soak up all of her into my brain, which has already blown a fuse! Karen is shy and that doesn't help matters for the now stuttering-Sandy. We soon find that Karen's finances preclude any new car that I can sell, so out we go to the (ab)Used Car lot. It's 1978, and Karen likes a 1976 American Motors PACER that we traded. I really didn't want to sell her a Pacer, because I had hoped to maybe ask her out, but she insisted that it was really cute and all that female jargon. Within an hour we had been out on a demo ride and Karen was in love with the burgundy Pacer and I was in love with Karen! I sold her

the car at a BIG FAT profit to the dealership. If I recall we made a \$3,000.00 profit on that deal, and in a day or so, Karen returned to take delivery. I just kept staring at her jet black, ultra thick, shoulder length hair, her fabulously curvy legs and her blouse full of breasts! I finally got



Karen was in love with the burgundy Pacer and I was in love with Karen!

up to her face, and that was - Oh so pretty too. After delivery, I asked her out and she accepted.

On our first date to see a play she refused to talk to me! From her house to the play, during and after, she did not talk to me. After the play I asked her to go out to eat, for a drink, or to stop at my place, all met with a solid NO. I finally asked her if she wanted to go home! She responded, "YES" ! Well, it turns out that her Dad was in the hospital, very ill, with an illness that he actually did die from a couple of weeks later. Oh, and the ultimate heartbreaker.....Karen had a boyfriend! She was sorry to have accepted the date with me, and felt terribly guilty going out with me. So *that* explained why she was so quiet.

Karen and I only saw each other when she returned to the dealership to have something fixed on the Pacer. The Pacer as it turns out was to be my best friend. It proved to be a real lemon of a junk car and since I had given her a 90 day warranty, I saw plenty of Karen, who

always had a problem with it! Finally, I got a second "date" with her, and I again came to her and her Mom's house, and got to meet Mom. (Years and years later, Karen told me her Mom said that I was the kind of a guy she should marry). Anyhow, our second date was our only one for the next two years. Two years later I picked up the newspaper, standing at the kitchen table and I turn the page to read the Obits and I see, there's Karen's Mom. Now she had died. Feeling badly, I sent Karen a sympathy card. Karen received the card on a Saturday morning. That night I just happened to be out on a date with ANOTHER Karen. When I got home, my Mom called to say that " Karen called and was looking for you" ~ This was impossible, I thought as I was out with Karen. No, No my Mom said.....That OTHER Karen, the one you sold a car to....Oh...THAT Karen! So, I called Karen, and she asked me to stop over the following day to thank me for the card. When I arrived, she told me that she & the "other" guy had split up, and that she hoped we could "be friends" ~ Long story short.....I stayed the night! I moved in with her the next day, into her folks house, and that was 20 years ago, last month. For a wedding present, she gave me the house we live in, and I bought her a brand new 1983 Dodge. For our 5th wedding anniversary in 1988 I bought her dream car for her, a new Cadillac Sedan deVille. We still live in the same house that I originally came to and took her out on our first date from, with many, many improvements to it. Karen like me, has aged. Time will do that, but when she's all fixed up and we go out, she still looks great! My boss was thrilled for both of us too, but never did give me Friday nights off! He's in heaven now with all four of our parents. We are still "in-love" with one and other. THAT was the best "UP" I ever had, as I sold the car and I sold myself, to a truly wonderful woman and Mother to our Son, Matthew.



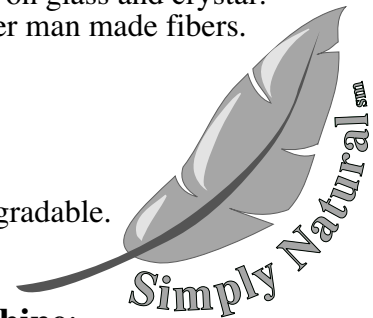
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lod

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Airbox MAF Modification for the Mark VIII

By Leo Cerruti

Many of us have purchased a Mass Air kit with a K&N conical filter. Installation of the MAF and filter usually requires you to discard your factory airbox and leave your new installation "hanging in the breeze." I see two problems with this arrangement, first it's ugly and secondly hot turbulent engine air enters the engine.

There is a way to restore your original factory look and keep the air entering the engine cooler, and it's easy! It only takes a half hour and the results are well worth the easy work.

To do the job you need to have a rotary or jig saw and lots of blades, the heavy plastic of the factory airbox really eats up saw blades. Be sure to file each cut so they are smooth. These instructions are applicable to both Gen 1 and Gen 2 marks.

First remove the original airbox. Unplug and remove the original MAF and it's surrounding plastic cone from the airbox. Follow the instructions for wiring the new MAF then follow these illustrated instructions. You can also go online to see these instructions at www.leocerruti.com/stealthmaf



1
Lower half of the airbox. The section to cutout is the solid piece facing the front of the car.



2
Another view of the lower half cutout



3
This is a view of the cutout needed for the rear facing section of the top half of the airbox. The top of the piece is at the top of the picture. The section to cut is the part that has the collar that attaches to the air tube leading to the throttle valve.



4
This is the bottom of the top half of the airbox. You need to completely cut this piece out.



5
A view of the airbox top looking from the car's nose back. The top of the box is the top of the picture

6



Another view from the top of the box.

7



This shows the bottom half installed back in the car. Do this first when assembling everything.

8



Now install the new MAF and filter. Be sure the MAF is rotated about 45% as shown.

9



Another view of the MAF and filter installed.

10



Now position the top half of the airbox over the MAF and use the top bolts to attach it to the bottom half. The new MAF and filter float inside.

11



Here's a view of the completed project.

Let the Clay get the Dirt Out

By Scott White
Scotty96LSC.

Clay: "A firm, fine-grained earth that is soft and pliable when wet and that consists mainly of various silicates of aluminum." This according to Houghton Mifflin Dictionary. To a Lincoln owner, a firm, fine-grained clay will make our rides as visually perfect as a Rembrandt painting and as shiny as the gleam in a child's eye on Christmas morning. My car is that shiny eye. With the help of a clay bar, some extra



detailing time and my favorite amber-colored beverage, my black 98 Mark VIII becomes a Las Vegas stage show with the sun's beams like dancers jumping across the paint. It takes a little time, but done right, the clay bar can help many a sagging car finish.

The most important thing to remember is that this is not a quick fix. Don't expect miracles on parking-lot dings and stone chips. Those are left to the paint and body experts. However, for finishing the finish, the clay bar is *great*. Goodbye contaminates, Adios dullness, Aurevoir lifeless paint.

Saying goodbye to boring paint starts with setting aside some time. If this is the first time you've attacked this job, plan on three hours of quality time with your Lincoln. You'll have to wash the car, dry it thoroughly, spray clay lubricant on small sections at a time, remove excess, and finally wax.

Now is a good time to put in my personal disclaimer: Always read the directions on the box and substitute my experiences where you feel the need. I'm going to explain how I clayed *my* car. Others have done this and have had just as much success doing things a little different.

But, all of us agree it works.

I spent \$17 on my clay-bar kit. Some cost more, some cost less. I like to use a "name brand" so I went that route. You make the call. Start by washing the car with a car-wash soap. Wash it like you would any other time - getting into all the painted parts you plan on attacking with the clay bar. Immediately dry it off. Some use a leaf blower. I like to use a shammy and then follow up with a very specific, clean, detailing towel. You can pick these towels up by searching on our LOD web site. I like to do this on a cloudy day, early morning or just before sun set. Summer is a great time since it stays light so much later. Try avoiding the sun until you're ready for the rays to highlight your work.

Pick a spot to start your work. I start on the hood, and work my way around the car, quarter panel by quarter panel, in a counter-clockwise direction. I use a detailing lubricant (usually provided in a kit), spraying a small section of each



part of the car. Others like to use soapy water (*tip: read the directions*). Take your clay bar, which looks like a 3"x3" piece of PlayDoh, and gently rub it over the lubricated area. The key is *gently*. You will hear the clay making a soft, raspy sound, like a fingernail scratching a plastic cup. The key is eliminating that sound. When you don't hear it anymore, the area is clean. Wipe off the residual lubricant with a soft, cotton cloth and move on to another section. Before starting the next section, fold over the clay bar and use a clean side of it. Do this each time you do a section. The bar doesn't lie. Look at all the

grime and grit that folds into the clay. It's amazing all that crap is on your car and in your paint. Follow up with a good wax. I use a carnauba wax, a sponge and some elbow grease. I then wipe each dried wax section with the detailers towel mentioned earlier. A second coat of wax wouldn't hurt if you are so inclined. Put the clay bar in a sealed plastic bag if you plan to use it again.

Give your car the finger - test, and make sure you use your index finger. You don't want your car to mis-



construe anything. The finish will feel like virgin glass. It will be as smooth as a baby's butt and just as shiny. One clay bar kit is good for two or three medium-sized cars. When in doubt - toss it out. And oh, if you drop it, get rid of it. The clay will pick up any foreign object, embed it, and scratch the finish.

I'll be the first to say that my way isn't the end all for doing this job. Others have done variations to what I have done and many have won awards. But, the bottom line is once you are done, and you take the time to do it right, even your crabby neighbor will remark on how great your car looks. The guy next door to me says hello by grunting and answers any and all questions by grunting. The first time I heard his voice was when he said, "Ughh, looks good." "Ughh, thanks," I said. Even though our communication lines are now open, I'll admit I don't understand enough caveman yet to discuss yard work.

With Carlisle coming up, using a clay bar will help you make a great impression with your car. Of course, not sounding like a caveman from the movie "Quest for Fire" will help too.

How I became a "Mark'ed" Man

By Bill Hamilton
DOHC MARK VIII

I've been a Mustang Man since.....well; let's just say a long time. My first new car was a 1970 Grabber Yellow Mustang fastback. Only back then it was called a "Sportsroof". I've owned Mustangs for over 25 years. When the 1987 Mark VII LSC was introduced, I really liked the chiseled, muscular look complete with the Mustang 5.0 HO motor. But, I kept driving my Mustangs because I always figured the price was out of my league. Also when the 1993 Mark VIII was introduced I wasn't all that impressed with the smooth aerodynamic look. But the DOHC, 32-valve, 4.6 liter V-8 really raised my eyebrows. It was the kind of technology that Ferraris and other exotic sport cars used. I read all the road tests from the day and was very impressed with the performance as well as other aspects of the vehicle. Finally, several years later I was out in Altus AFB, Oklahoma going through a military school to transition to the new C-17 aircraft from the old C-141's I had spent most of my career flying. Each day I'd drive by the local Ford Lincoln-Mercury dealership on my way to school. Since I was out there for three months without my family, I spent a lot of time on the weekends checking out the local car lots and just d r e a m i n g .

Finally over the Labor Day weekend, my wife and 14 year-old son flew out to visit over the holiday day weekend.

Altus, Oklahoma is not a very big town so within the first ten minutes, I had shown them the whole town (LOL). As we drove by the dealership, I pointed out a black Mark VIII sitting in the showroom that I said I'd like to own one day

(yeah right, in my dreams). My wife said, "Well, stop so I can look at it". While I was looking at the black base model Mark VIII, my wife said, "You don't want that one. It looks too much like a Mafia car. You want this one". She was pointing to a Tri-coat Ivory Pearlescent Mark VIII LSC model sitting next to it. I wasn't all that wild about what I perceived to be "pink" (oh all right, a flesh-col-

ored) car but I did know enough about them to realize this "LSC" meant more performance. As I was looking at the car and basically "dreaming" my wife said, "Can you get this car out of the showroom so my husband can test drive it?" Within 30 seconds the salesman was jockeying several cars around inside the showroom to get the LSC out for my test drive. Once he pulled it outside, I asked my wife if she wanted to go for a ride. She said no, she'd stay there, so my son and I went for a nice smooth ride. My son was just getting into cars at that age and couldn't figure why I'd want to get rid of a "Cool" 5.0 Mustang.

Within about 10 minutes I was five miles outside of town and turned around to head back to the dealership. After all, I had accomplished half my "dream"; I had actually gotten to drive a Lincoln Mark VIII LSC. I waited on the side of the road for a minute or two until all the traffic had cleared. Then I clicked off the traction control and buried my foot deep into that plush Lincoln carpet. All I saw in the rearview mirror was smoke and black rubber tire marks as we hit 50 mph in first and smoothly shifted into second. I finally let off the gas several seconds later as the speedometer was touching 90 mph.

My son, who was just enjoying the "Sunday" drive up to this point, finally opened his mouth. "DAD, YOU'VE GOT TO BUY THIS CAR!" To say he was impressed with the performance was an understatement. I just thought, "Yeah, in my dreams".

When we got back to the dealership my wife said, "Honey, give your Mustang keys to the salesman."

"What for?" I asked, "So he can test drive yours," she said. Baffled, I handed him my keys and watched him drive away in my beloved 'Stang. It seems in my "absence", my wife had worked out a deal. However, it seems like I got the last word in as only thing a "true" man can do in discussions with his spouse. I said, "Yes, Dear" and I've been a Mark'ed Man every since.



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plus:
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Alexander Sosiak
Kale Kainoa
Welcoming Committee
for new members:
Sandy Block
Ford Liaison:
Sandy Block



See you at Carlisle All-Ford Nationals

Friday, May 30

Saturday, May 31

Sunday June 1

LOD's Premier Club Event for 2003

Ford Motor Company's 100th Anniversary

