

NORTHSTAR NEWS

My Pride and Joy



Phil Skaar with his 1963 Continental

2500 miles, 200 gallons of gas, 4 quarts of oil, 3 cans AC refrigerant.

After many months of planning, it was finally time for our family summer vacation. What better way to spend a week together than a road trip in our 1963 Lincoln Continental Sedan to the 2015 Eastern National Meet outside of Philadelphia. Some important last minute services and repairs would prove to be vital on our 8-day journey. I'm still not sure which was more appreciated; service on the brake system or purchasing a new old stock AC clutch off eBay to ensure ice cold air during the heat wave out East.

One really learns some intricacies of a classic car over a several thousand-mile journey. The first was realizing how strong the "new" magnetic clutch really was. I had installed an aftermarket cruise control several weeks prior to the journey. During that installation process, the old AC clutch was removed so I had no idea there would be any interference. The interesting thing about this aftermarket cruise control is that the speed is calculated by attaching a small magnet on the drive shaft and installing a magnetic receiver which magically calculates your relative speed based on the drive shaft revolution. Well, every time I tried to set the cruise when the AC was running, it would surge and trip not allowing the

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Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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Board Of Directors - 2016

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Director	Eric Chinquist	H(612)781-7622	echinquist@yahoo.com	2018
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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

Pride and Joy Continued...

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cruise control to set. It took about 850 miles to finally make this correlation and the cruise worked flawlessly after that. (More to come regarding the AC system on the ride home).

We started out on a Saturday morning from our home in Bloomer, WI. The first leg was to make it to Manitowac, WI to board the S.S. Badger for a 4-hour tour (...a 4-hour tour...) across Lake Michigan. The Badger has its own storied history on the Great Lakes for over 60 years. Smooth sailing brought us to Ludington, MI for a short 1 hour ride south along the Michigan coast to Spring Lake. On the way to my Aunt and Uncle's home, we decided to stop in to gas up which brought me my first encounter with KEROSENE at the pump!! Who knew there would be a new selection added to UNLEADED, 10% Ethanol, E85, Diesel (on and off road), DEF. The options seem endless.

After a couple of nights visiting family, we loaded up the car, topped off with another quart of oil, and headed south to La Porte, IN to visit our new friends Dr. and Mrs. Lars Kneller. I had met Lars at the 2014 Mid-America Meet in Rockford, IL who told me to stop by if I was ever in the neighborhood. Fortunately, we were able to make our schedules work out to visit and tour his impressive collection of classic cars. Although most are Cadillacs, we found a common bond as he is actively restoring a 1963 Lincoln Continental Convertible. We have been corresponding back and forth trying to determine authenticity, tips and tricks (where does this vacuum hose go, is this body color or black, who rebuilds these things? Sometimes the shop manual seems written for a Lincoln mechanical/design engineer than a backyard mechanic...) After some time in their pool, a great lunch and fantastic conversation, we were back on the open road to get some miles further east.

We were pleased to have taken Highway 30 across Indiana and into Ohio. We were able to stay off the

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Trivia from the Internet



Elwood P Engel
1917 - 1986
Chief Designer of
The 1961
Lincoln Continental

Elwood P. Engel was born on February 10, 1917. He enrolled in General Motors' school of design, led by Harley Earl. In 1939 he met classmates Joe Oros and George W. Walker at the school. During World War II, Engel served four years in the U.S. Army as a mapmaker, in both the European and Pacific theaters of operation. He and Oros remained in touch throughout the war, and after the war when Oros took a position in Walker's design firm, he recommended that Engel be hired as well. Although Walker's firm had Nash as an account, Engel worked on designs for farm

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Editors Message

May 2016

April is rapidly fading away and now it is on to May. In case you haven't noticed, the days are really getting much longer. With the sun higher in the sky, the average daily temperature is moving up the scale, almost to the point where we might be able to put the winter coats away for another six months or so. Winter has been kind to our lawn, with just a small part of it looking a little worse for wear from suffering the daily indignities of having Sweet Olga doing what she needs to do when outdoors. A little water, some grass seed and other restoration products and it will be as new, and be forgotten in a few weeks. It is also time to go over and get some fresh gas for the mower and check out the oil level to make sure that it is ready for the season ahead.

We have had a few of the older cars out for short drives in the neighborhood. They started fairly easily and appeared rested from their winter naps. They will need to be washed from the dust that has settled on their exterior inside the garage. Being darker in color, they do show the dust fairly well. I guess that I should have spent the extra time to put the car covers on last fall.

Take some time to check out all the Lincolns for sale in this issue. Perry Bush has a few that really deserve taking a closer look at. Call him up and talk with him about any you might be interested in. You may just find one that will look very good in your garage. We also have others for sale too. All really good cars that need new homes.

Talk with the sellers, perhaps you can arrive at a price that will work for both parties.

Prices for the 2017 Lincoln Continental have been announced by Ford. Beginning at around \$45,000 the price will move up the scale to about \$75,000 for the Black Label trim model with all-wheel drive and 400hp GTDI engine and absolutely nothing



Sweet Olga is puzzled as to why Stuart Little, a little rodent gets his own car, and her dad won't let her use one of his.

left to tick off on the order blank. While the demand may not reach the same levels as the new Tesla, I am sure that it surely will meet Ford's expectations for an all new model. Make no mistake, this is not a refreshed MKS or spiffed up Taurus, the new Continental is a completely new model, both inside and out. One of several new models that will appear at Lincoln dealers in the next few years. Let's keep our fingers crossed that Lincoln will send out a few to dealers this summer to build some excitement and get some

early orders. It will be fun to see close up.

Don't forget to check out all of the activities that show up on the last two pages of the newsletter. Get your favorite Lincoln cleaned up, ready to show and bring it up to Morris Minnetonka for the Memorial Day weekend show. All the details are on the back page. Marion, Sweet Olga and I look forward to seeing a big group of North Star members there.

Till next month, David, Marion and Sweet Olga, the Samoyed.

*Directors Message by Bob Johnson May 2016**(Continued from page 3)*

equipment, women's shoes and household appliances. However, when Walker obtained a contract with Ford Motor Company in 1947 (and dumped Nash), Engel and Oros went to work full-time designing automobiles. Engel and Oros were such close friends that Oros was best man when Engel was wedded to Marguerite Imboden. While Oros worked under Walker on Ford car and truck designs, Engel concentrated on Lincoln and Mercury vehicles.

When Walker became Ford's vice president for design in 1955, he made Engel and Oros his lieutenants. The trio was responsible for most of the ever-increasing sizes of Ford's late 1950s models, and their ornate chrome adornments.

Engel and Oros came up with competing designs for the 1958 Thunderbird. Oros's four-seater design was ultimately chosen. Engel's team was instructed by Ford President Robert S. McNamara to add two more doors and two more seats to their roadster design - and that became the basis for the 1961 Lincoln Continental. McNamara had considered terminating the Lincoln brand, along

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Sunday, April 17th was a fantastic day for a convertible ride. Mary and I did a 100 mile loop up to Grantsburg, Webster and Luck, Wisconsin and our route on Wisconsin Highways 87 and 35 had light traffic and was one of our most enjoyable rides in a long time. We stopped at the Grantsburg Drive-inn for an old fashioned root beer and a great hamburger. If you are ever in the area try anything on the menu, it is all good, you will like it.

Summer Road Construction has hit Highway 8 and 95 just north of our home, a roundabout will be installed and most of the road going down the hill to Taylors Falls must be rebuilt. Highway 8 from 95 (Shafer to Taylors Falls) will be closed for most of the summer. The best way to get to Taylors Falls is to go to Stillwater and then go to Osceola, WI, then to Taylors Falls. Even Forest Lake has a round about being installed by the high school on Highway 97.

The weather was cool and dry for our Sunday Brunch at the Minnesota Horse and Hunt Club, on April 10th. We only had 16 persons attend, so we were moved to the main dining room, overlooking the shooting area. This area was very noisy for our Board meeting, but we did get it done. The food was good and everyone enjoyed seeing Roger and Barb Wothe, who just returned from Arizona.

Lincoln Car Show season in here! *We start our car show season with our 8th Annual Memorial Day weekend car show, on Saturday, May 28. It will be at Morries Ford Lincoln, in Minnetonka, MN 10:00AM to 2:00PM. This is a free car show, with People's Choice awards for our favorite Lincoln's on display. Please invite every Lincoln owner that you know to attend this event. We want to invite the public so they can find out about our North Star Region and the Lincoln and Continental Owners Club by meeting us and viewing our beautiful Lincoln's. Our May Board meeting will be at 1:00 PM*

The response for our July Road Trip and Car Show at Dick Koop's is outstanding. Dick has invited us to visit his Classic Koops Car collection in Moscow Mills, Missouri, and to hold our 14th Annual Out State Lincoln Car Show at his facility on Saturday, July 23rd. Dick has also set up visits to a group of outstanding locations and restaurants. Please join us for this fun four-day road trip July 21-24. You can attend event/s that works for you; we hope to see you on this road trip. Dick will have construction going on to enlarge his car facility, but he will have plenty of space to park our cars for the car show. We are estimating close to 50 Lincoln's from over 10 states may be in attendance.

On April 19th, 2016, the Lincoln Motor Car Heritage Foundation approved funding for doing a Raffle of a 2017 Continental Sedan, coordinated by LCOC, with drawing for 2017 Continental to be done at the Hickory Corners, second annual homecoming meet on August 13, 2016. Raffle information will be mailed to each Lincoln club member in early May. The Raffle will have 4,000 tickets available and will cost \$50 each. The grand prize, will be a 2017 Continental sedan valued at about \$60,000 plus a federal tax allowance of about \$15,000, to the holder of the winning ticket. Any person can buy a raffle ticket,

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

April 10, 2016

Regional Director Bob Johnson called the meeting to order at the Minnesota Horse and Hunt Club, Prior Lake MN at 10:35 am. Board members present were Bob Johnson, Dave Gustafson, Dick Eilers, Matt Foley and Roger Wothe. Other Region members present were Katie Foley, Mary Johnson, Gaye Purvis and Barb Wothe. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed upcoming events: 8th Annual Morrie's Lincoln Car Show on Saturday, May 28, from 10:00 am to 2:00 pm and Koop's Outstate Car Show, Moscow Mills. He reviewed the Region Membership Challenge which was discussed and approved at the last Board Meeting. He presented new Regional polo shirts and caps. The attractive shirts are available from Bob for \$25.00 each and the caps for \$10.00.

Membership and Publications Director Dave Gustafson reported the renewed membership total to be one hundred twenty-six. He continues to need "My Pride and Joy" articles for the newsletter.

Treasurer Matt Foley reported the treasury balance to be \$3,663.80 with all bills paid.

Secretary Roger Wothe reported the All Ford Picnic open to all Ford, Mercury, Edsel and Lincolns on Sunday, June 5, has been relocated to the Dunwoody Institute in Minneapolis from 10:00 am to 2:00 pm. The entrance fee is \$5.00 per display car with spectators FREE.

Activities: The North Star Region Activities Calendar will be included in the *North Star News*.

There being no further business the meeting was adjourned at 10:07. The next Board Meeting will be at Morrie's Annual Car Show at Morrie's Minnetonka Ford/Lincoln at 1:00 pm.

Respectfully submitted by Secretary Roger Wothe.

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with the Edsel, after the 1960 model year. The Continental, however, convinced him to keep the line going, and it became such a success it was credited with saving the brand. Engel also scaled down the Ford Thunderbird and turned it into a four-seater to create the 1959 Ford Anglia 105E, a popular saloon in Britain.

In the summer of 1958, things weren't going well for Ford's Lincoln brand. The economy was in a recession, reducing demand for flashy up-market cars like those offered by Lincoln and its cousins Edsel and Mercury. Like many of Detroit's pricier offerings, the 1958 Lincolns were over styled and over decorated at a time when public tastes were shifting toward a cleaner, more understated look.

Robert McNamara was Ford's "group vice president" at the time, and would be named president of the whole shebang in 1960. Accounts of Mr. McNamara's tenure at Ford tend to describe him

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More Pride and Joy

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 as a "technocrat," sometimes even a "bloodless technocrat." He was a business-school graduate and accountant who'd served in World War II--not in a combat or command role, but in the Office of Statistical Control. The Office of Statistical Control performed what the military calls "operations research," the application of statistics and probability and mathematical modeling to military problems. In other words, they used nerdy geek number-crunching to help the combat forces do things like sink more U-boats or reduce losses among bomber formations.

After the war, McNamara returned to civilian life, hired on at Ford, and applied his mad number-crunching skills to the problem of making money by making automobiles. He is best known as the father of the compact Ford Falcon. Legend has it that the utilitarian Falcon's design began as a doodle by McNamara on the back of a church bulletin--not a pictorial

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Interstate to enjoy passing through the small towns of the Midwest which we are so familiar with. We couldn't help but be drawn to our first car photo op in the town of Minerva, OH in front of the mural painting on the side of a vintage building entering Main Street.



We were able to navigate around Pittsburgh and eventually had to succumb to the Pennsylvania Turnpike. The old 430 roared flawlessly down the Interstate respectfully at 75 MPH. It was exhilarating to enter the long tunnels through the mountains of western Pennsylvania. The rumble from the glass-pack exhaust could rival that of any late 60's muscle car and we seemed to either impress or amuse the other drivers with whom we shared the road.



We all were in need of a pit stop which allowed us the opportunity to visit one of the Turnpikes several

roadside Oasis. As we drove up to the pumps, we spotted a tell-tale silhouette of a 70's Mark. Unfortunately, we also saw the tell-tale sign of ruptured radiator hose with antifreeze covering the pavement below. The owners were a very nice couple from Ohio who had the misfortune of a breakdown. By the time we had arrived, they had already been assisted by other motorists who made a temporary fix to get them back on the road. It turns out they were the first of our many new friends who were traveling to Brandywine. After topping off with fuel and a little oil, we went inside to fuel up ourselves. While waiting for Jacob to eat his foot-long hotdog, I had plenty of time to survey the old photos and descriptions chronicling the construction of the Turnpike and early travelers.

It was time to get back on the freeway to continue our way to the hotel. We had a fairly uneventful couple hours of travel other than the frequent switching lanes alongside 18 wheelers jockeying for position in the narrow construction zones. This truly makes one appreciate the luxury of modern day vehicles steering and suspension. That white knuckle ride cemented my decision that the next major repair on the car would be to replace the sloppy steering box (which is now sitting in a box waiting to be sent out to be rebuilt.)

After exiting the Turnpike, we were only 30 miles from our hotel destination. Unfortunately, the fast pace of the freeway turned into a seemingly endless urban landscape. We were all a bit weary and tired. After meeting our new friends with the blown radiator hose, I was a bit nervous running the AC in the hot and humid weather

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Pride and Joy continues...

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sketch, but a set of specifications for weight, length, interior volume, and production cost! It's probably an understatement to say that a guy like that wasn't inclined to think much about the style, image, or emotional content of a car. He cared mainly about efficiency and the bottom line, which led him to (wisely) terminate the disastrous Edsel project--and to come very close to sending Lincoln along with it to the great wrecking yard in the sky.

When the '58 Lincolns flopped in the marketplace, McNamara demoted the designer responsible for them. He also let it be known that the next generation of Lincolns needed to show a major improvement in sales and profitability--or else it would be the last generation of Lincolns.

While a committee of Ford executives started doing a little "operations research" to determine how to make Lincoln more profitable, the styling studios were at work on two different concepts for the 1961 Lincoln: one that represented a straightforward evolution from the '58 styling, and a com-

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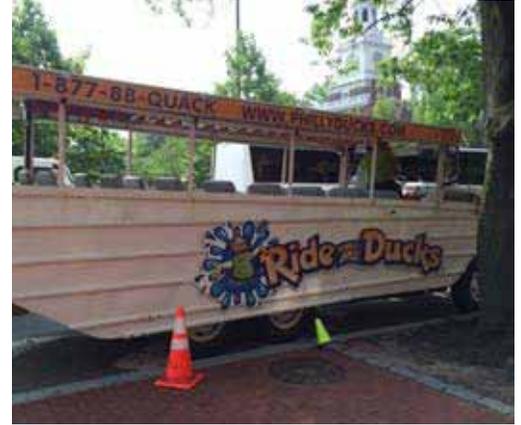
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with stop and go traffic. The cooling system of the old Lincoln was put to the test and proved to be adequate. The noise of the AC compressor kicking in was now turning more heads than the glass pack exhaust. We finally arrived at the hotel to meet up with the other Lincoln enthusiasts. After checking in, I made a quick survey of the fluids on the motor and noticed a concerning odor of gasoline. It appeared that the new AC belt had stretched a bit and must have slapped the return line off the fuel pump causing it to crack and leak. Fortunately, I had just purchased a new hose a few days prior to our departure and was able to replace it with little trouble. It's amazing how many new people you can meet with an old car's hood up and trunk open with tools spilling out.



The next morning found us on a new adventure to take the train into the City of Philadelphia. But before the adventure of the train, we journeyed onto a new travel adventure of Uber. We were let down by the conventional Yellow Taxi and but were pleasantly surprised by the Uber experience. We were successful in

navigating the train, subway, and sidewalks of Philadelphia and had a great time experiencing so much early American history.



We were able to take in a double decker bus tour as well as a duck boat tour. These helped us get a lay of the land and decide which places we would want to spend more time. Of course we had to tour Independence Hall, The Franklin Institute and the Liberty Bell.

After 2 nights in the city, we returned to Brandywine and met up with the rest of the Lincoln meet.



Jensyn and Jacob Skaar would like to have one of these for their front yard.

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*Pride and Joy continued...**(Continued from page 7)*

peting proposal with cleaner lines and bladed front fenders.

Not far away, in another Ford design studio, a team led by Elwood Engel was working on the 1961 Thunderbird. Engel's design was a two-door hardtop based on the 1956-57 Continental Mark II--a pretty darned good place to start, if you ask me!--with a little bit of the European-market Taunus 17M and the "Quicksilver" concept car mixed in.

Engel's T-Bird was one of two competing designs shown to the Product Planning Committee in July of 1958. During the presentation, three different Ford executives independently expressed the opinion that the Engel design looked more like a Lincoln than a Thunderbird. One of them was William Clay Ford Sr., son of Edsel, grandson of Henry, and former chairman of the short-lived Continental Division that built the Mark II. Another was Ben Mills, who was at that time the chief executive of the Mercury-Edsel-Lincoln Division.

The committee chose the other T-Bird design, which we know today

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We broke away one morning to visit Valley Forge. It was a steamy morning and we are grateful to have gone early to avoid the worst of the heat that day. Even though we took advantage of the cooler morning temperatures, I still found it necessary to do a quick AC recharge in the parking lot of this National Park. It proved to be a wise decision as the mid-day temperatures and humidity got to the "sweltering" level. These conditions proved to even be too much for some of our fellow Lincoln lovers who chose not to put their old beauties through those conditions (both cars and spouses....)

After finishing our final good-byes to all our new and old friends from the meet, we got an early start traveling west to Gettysburg. We could have spent easily a full day taking in the scenery and historical lessons at yet another wonderful National Park. We were thinking of doing the self-guided audio tour but the only available media was on CD. Of course, they had not even heard of CD's in 1963 let alone consider them for standard equipment on even the luxury vehicles of its day. Interestingly, the park ranger commented that now the newest, modern cars don't even come with CD players as everything is going purely digital. We decided to hop on the 2-hour AIR CONDITIONED bus tour for a relaxing educational experience. We were able to stretch our legs at three different spots on the tour, the last proved to be the breaking point for Jacob as the previous weeks' activity had finally caught up to him. To keep from falling asleep, he literally walked circles around me as our tour guide dramatically described

Pickett's Charge and the end of the three-day battle. I couldn't help but draw some parallel images of those thousands of men fighting to exhaustion in the July heat of 1863.

After leaving the park we continued west through some of the most beautiful rural landscapes that Pennsylvania had to offer. We fortunately were detoured in the middle of a State Forest which showed us what real backwoods country is all about. The overgrowth allows little sun to reach the earth forming a sharp contrast of the mixed hardwood forests out east to what we know here in the Midwest. Eventually we were routed back onto the interstate to continue our journey back home. Going up and down the mountains of western Pennsylvania and into the northern tip of West Virginia made me especially glad the brakes were serviced prior to our departure.



Jacob and Jensyn with a pair of nice model cars. Their dad is hoping this will keep them happy till the reach driving age and can get behind the wheel of a Lincoln.

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Still more Pride and Joy

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as the third-generation "Bullet Bird" of 1961-63, but that wasn't a knock on Engel's proposal. Almost immediately after the meeting broke up, Mills went to Engel and asked him to turn his T-Bird design into a Lincoln.

Robert McNamara was not at the Product Planning Committee meeting that determined the next T-Bird design, but he did swing by Engel's studio the following week, where he saw the clay model in the process of being Lincolnized. Engel had already redone the rear to replace the "dog dish" Ford taillights with a more Lincoln-esque set of styling cues. McNamara liked it well enough, but he told Engel he thought it should be a four door.

One of the review committee's (and McNamara's) complaints about Lincoln had been that the 1958-60 edition was just too darned big, which, quite frankly, it was. Engel and his design team were sensitive to this issue, so they lengthened the ex-Thunderbird just barely enough to make it a four door. This made rear seat access just a smidgen too tight with

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I decided to try to stretch out the day just a little bit farther. And I'm sure you guys can relate, when you're making good time, you want to keep on stretching... Those extra 2 hours found us driving into a magnificent thunderstorm. The cracks of thunder and brilliant lightning strikes were incredible. Unfortunately, the thunderclouds blocked out any natural light on the roadways and the dim headlights of the old Lincoln were underwhelming. Luckily, I was able to follow a tractor trailer and the state of West Virginia was kind enough to put down reflective lane markers to allow us to creep our way to a roadside hotel.

The next morning, we awoke to a muggy, foggy day. 70 degrees and mid 90's humidity meant a long day for the classic AC system. Things were running great. The cruise was set at 70 and we cruised down I-70 toward Indianapolis. We were making good time and I started to notice some condensation building up on the interior chrome around the dash and AC vents. I didn't think too much off it trying to rationalize and calculate dew points or something like that. I used some fast food napkins to sop up the condensation and kept on rolling. Somewhere in southern Illinois, I noticed a white vapor being emitted from the AC vents. That caused an immediate sense of panic and a new wave of IRRATIONAL thoughts. Does it smell sweet like anti-freeze? Is there steam shooting up from the hood? What does the temperature gauge say? Hoping for a "simple" solution as the AC being the cause, I switched the selector to vents and the cool mist quickly subsided. Surveying the situation and

gauges proved status normal so I tried the AC again. Cool air was blowing out giving a brief sense of reassurance followed by the cool mist again. The back seat drivers commented "Is that SMOKE?!" so the AC was turned off and the 5000-pound pressure cooker was born. 10-15 minutes of Sauna mode made me brave enough to try the AC at 1/4 which allowed for a tolerable temperature and humidity but caution made me back off on our speed. We eventually arrived at my brother's house in Champaign, IL.

After a couple cold ones (beverages that is), some Google searching, and further physics lessons, I had determined that the most hopeful explanation for our cool mist was an iced over AC core. There was no way to be certain but I had one more night to sleep on it and just 1 more day until we had made it home. The next morning, we started off in the same muggy weather with the AC at 1/2 and had an uneventful journey the rest of the way home.

To say that week will be a family vacation we all will remember for as long as we live is an understatement. The '63 Lincoln is seen as a large luxury vehicle and it certainly felt that way on the long road trip. We all rode comfortably in all conditions. I will say it definitely brought us closer as a family and provided us with a new appreciation for this great nation, it's rich history, and beautiful landscapes. And most of all, a new appreciation for "My Pride and Joy."

Our thanks to Phil Skaar for this interesting story about his travels to the 2015 Eastern National Meet with his Continental and his family.

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conventionally hinged doors. That problem was solved by giving the car "suicide" doors that opened rearward. Those "center-opening" doors became one of the design's signature features, along with the "bladed" front and rear fenders, the subtle "kick-up" in the beltline just forward of the C-pillar, and the chrome strip running along the fender tops.



The final design was 212.4 inches long, with a 123-inch wheelbase. This is immense by today's standards, but it looked positively shrimpy next to its 1958-60 predecessors, which were two feet longer overall and rode on a 131-inch wheelbase. (The weight was about the same because the '61 used unibody construction and needed a heavier internal structure to make up for the lack of a separate frame.) To simplify production and tooling costs, only two body styles were offered, a hardtop sedan and a convertible. The only

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More Bob Johnson...

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the proceeds going to support the general operation of our Lincoln Motor Car Museum at Hickory Corners, MI and our four Lincoln Clubs operating budget.

Have you attended a LCOC National Meet? The Lincoln's are the best, but the fun and fellowship is the reason for attending, the friends you will make will be there for the rest of your life. Please try attending a LCOC National meet this year, there will be four national shows, Dayton, Ohio, June 15-19; Hickory Corners, Michigan, August 10-14; Westminster, Colorado, September 7-10; and Bartlett, New Hampshire, October 12-16. For specific meet information go to: www.lcoc.org/Meets.asp.

If you can't make a National meet, try one of our three North Star Region Lincoln car shows, the 8th Annual, at Morries Ford Lincoln, Minnetonka, MN, May 28th, the 14th Annual Out State, at Koop's Car Collection, Moscow Mills, Missouri, July 23 or the 9th Annual, at Luther Coon Rapids Ford Lincoln, Coon Rapids, MN, September 17th.

Dave and Marion Gustafson have completed and mailed our 2016 North Star Region Directory to all members. Again, another fine job completed by the Gustafson's. Please thank them for this Directory, it is no easy task, and we need to let them know we appreciate their efforts. Several of LCOC's regions do not even have a Newsletter, let alone a Region Directory

Our latest Region Project, Blue Polo shirts for \$25 and White Baseball Caps for \$10 are now available and will be for sale at all our Region events and car shows. We ordered 24 shirts for men and 24 shirts for women, the men's shirts have a pocket.

As always, keep the journey continuing in our marvelous Lincolns.

Bob and Mary Johnson.....

'61 - '63 Continental

By Joe DeMatio

When critics carp that the Lincoln brand needs to "recapture its lost glory," the suicide-door Continental is what they have in mind. Modern yet elegant, it's simple, unsculpted "blade-side" sheet-metal and overall symmetry instantly made its competitors, still clinging to fins and other styling excesses of the 1950s, look stale and irrelevant. The Continental was also the antithesis of its immediate predecessor, the frightful-looking 1958-60 Continentals (Marks III, IV, and V). The new Lincoln was perfectly in tune with Kennedy-era optimism and renewal; the beginnings of the sexual revolution; and the pillbox hats, slimmed-down suits, and other cultural signposts of the early 1960s now celebrated by the TV show *Mad Men*.

The Continental originally was penned as a two-door Thunderbird concept, but when future Ford president Robert S. McNamara saw it in a design studio, he decided that it would better serve as a car to resurrect Lincoln, which was then, as now, a struggling brand. A design team supervised by Elwood Engel, who later served as Chrysler's design chief, churned out the four-door Continental in only two weeks, and it soon went into production as both a sedan and a convertible. Reviewers grasped for superlatives. Tom McCahill of *Mechanix Illustrated* wrote that the 1961 Continental was "one of the plushest wolf traps on the road. It's as quiet as the love life of a bass, and it rides as smooth as spilt fudge on a canted stove. [Its] looks will equal any car's in the nation and, in the opinion of some of my arty friends, will trim all others six ways from the post and twice on Sunday." Indeed. The editors of *Car Life*, less prone to hyperbole, declared simply and accurately that the Continental was "the best-looking American car built today."

The Continental was also one of the best-built American cars of its time, the recipient of a rigorous quality-assurance

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1961 - 1963 Continental continued...

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available powertrain was a 430-cubic inch V-8 and a three-speed automatic.

The '61 Continentals got rave reviews for their good looks. They were simple, yet elegant, an object lesson in "less is more." The perfectly proportioned styling communicated class and luxury and sophistication—yea, verily, even swankness—without resort to rococo ornamentation.

In 1961 Walker retired from Ford at age 65. When Eugene Bordinat, not Engel, was chosen as his replacement, the well-connected Walker helped orchestrate Engel's move to Chrysler in November 1961.

At Chrysler, Engel replaced chief stylist Virgil Exner, who had designed the successful "Forward Look" models of the latter 1950s. Exner was responsible for the era of large tail fins; Engel was credited with replacing fins with a slab-sided look, reminiscent of his Lincoln Continental design. In truth, the fins were pretty much gone from Chrysler's styling studios before he arrived.

Engel generally delegated the majority of

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program that began with the 1956 Mark II coupe. The Continental, like the Mark III sedan, had unibody construction but was said to be 67 percent stiffer, thanks partly to the rear-hinged back doors, which allowed for stronger B-pillars. Each of its 300-hp, 430-cubic-inch V-8 engines was dyno-tested for three hours, disassembled for visual inspection, and rebuilt, and the three-speed automatic transmission was tested for thirty minutes before installation. Completed vehicles were subjected to a twelve-mile road test, and no break-in period or 1000-mile service was required; cars were not expected back in the dealership service bay until the first oil change at 6000 miles. To reinforce the company's level of confidence in the new Continental's mechanical fortitude, Lincoln added a two-year/24,000-mile warranty, which was virtually unheard of in the early 1960s.

The Continental became not just a high-water mark in Lincoln's styling history — equaled only by the stunning Mark III coupe of 1968 — it for the first time put Lincoln on equal footing with Cadillac. Brian Ventura, owner of the velvet turquoise metallic over turquoise convertible that we drove, also owns a matching sedan. Ventura's Continental twins are sitting in his driveway, and the convertible's top is down. The cars look relatively large, but in fact the Continental was petite in its time. Compared with the 1960 Lincoln, its wheelbase was eight inches shorter; its overall length, at 17.7 feet, was down some fifteen inches; and it was about three inches shorter in height. (By 1964, the Continental had a three-inch-longer wheelbase and a larger trunk. By 1969 — the final year for what's considered the fourth-generation Continental — it was a foot longer than in '61, the drop top had left the lineup and a coupe had appeared, and the overall form had become slightly less beautiful.) Nevertheless, as you slide over the amply padded bench seat and take in the walnut trim, the twin-hooded dashboard,

and the wonderfully slim steering wheel, nothing about this car reads "small." The flat hood stretches for yards in front of you, and even the horizontal brake pedal and the slanted, vertical gas pedal, both ringed in chrome, seem oversize to modern eyes. Lower the seat electrically, fasten the lap belt, and turn the key. A muted V-8 thrum filters into the cabin, but the point of the Continental was not to hear the engine — it was to make its driver and passengers feel pampered and fabulous. This the Lincoln does exceptionally well. As we drive along boulevards, through a park, and onto the freeway, the Continental displays the cushy ride comfort that reviewers raved about half a century ago. The automatic transmission is as smooth as one could expect, the Conti cruises at 70 to 75 mph with nonchalance, and the drum brakes — fortified by Ventura with dual master cylinders — are surprisingly effective. The steering has plenty of play but ultimately is precise, and the gas pedal is stiff but moves linearly.

The Continental made Lincoln relevant and cast a halo of desirability over the brand that lasted for years. The new MKZ shows great promise, but it's not a flagship. What we need from Lincoln is a large, rear-wheel-drive sedan with the panache, poise, and impact of the 1961 Continental. We need a Lincoln that our children will want to collect in 2061.

The Continental's timeless beauty speaks of an era of boundless American optimism and of a time when Lincoln and Cadillac were building cars that were as good as anything in the world. For the cost of a new Lincoln, you can park one of these symbols of quality, good taste, and engineering excellence in your driveway. Sedan or convertible? Ask the man who owns both, classical musician and Lincoln aficionado Brian Ventura: "The convertible, especially in this color, is saying, 'take me to the beach, now!' The sedan is saying, 'take me to the symphony!'" We say, don a skinny tie and drive either one. from the internet...

(Continued from page 11)

work to his design teams; he then would fine-tune the clay models with his touches. Co-workers said he had an uncanny eye for the "commercial viability" of designs.

Engel oversaw the design and development of the Turbine car (of which 55 were manufactured and 50 of them road tested in 1963-1966). The two-door model was said to strongly resemble his original two-door design for the 1958 Thunderbird, which had evolved into the '61 Continental. Although the Turbine never saw full production, Engel's design philosophy was perhaps best exemplified in the hulking 1965 Plymouth Fury. Although most of Chrysler's legendary "Muscle Cars" were credited to specific designers, Engel oversaw, worked on, and approved all of them - and they remain his legacy at Chrysler design.

Engel retired in 1973 but stayed on at Chrysler as a consultant until 1974.

Engel died of cancer on June 24, 1986.

From the internet.

For Sale - Some Great Lincolns

Vanessa is a 1977 Mark V. Dark Cordovan with Cordovan Leather inside. 19,000 miles. 460 engine and drive train perform as new. Complete cosmetic and mechanical refresh. \$13,500



Marilyn is a 1977 Continental Convertible (Andy Hotton conversion) Cinnamon Gold with White Leather. 23,000 miles \$35,000. 460 engine, runs and drives perfectly. You would look good behind the wheel this summer.

Jenny is a 1977 Continental Coupe. Dark Red with Red Leather. 71,000 Miles \$10,000. Runs and drives super good, has 460 engine. Has Continental Kit.



Big Red is a 1977 Continental Convertible. Red with White Leather interior. 75,000 miles \$22,000. Lots of mechanical refresh work completed, excellent driver, 460 engine. Paint and chrome are very good, convertible top is new. Interior shows some wear and a few small items need repairing.



Laverne and Bessie are 1979 Mark V Collector Series. Laverne is Diamond Blue with Dark Blue cloth interior. All main options including moon roof. Runs and drives OK, 81,000 miles \$2,800. Needs tires and a few parts, most of which are available. Bessie is Midnight Blue with a Dark Blue Cloth interior. 82,000 miles \$2,200. Great interior, nice chrome, Moon Roof. Runs and drives OK. Laverne and Bessie should be bought together, their needs and strengths match nicely. Pair is priced at \$4,500.

Not shown, but also available is a 1970 Cadillac Fleetwood Brougham. Green with a black and tan interior. Rare working sunroof. Excellent driver, working A/C. Shows and runs very well. 87,000 miles, \$11,000.

For more information and pictures, call Perry Bush at 920.729.4981 or 920.205.1295 Email: pab1063@new.rr.com. Call today, as these cars need new homes now.

For Sale All Good Lincolns



FOR SALE: 1997 Lincoln Town Car - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or rptoenges@aol.com



For Sale: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.



For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: trbrace@comcast.net

Ken Sampson is offering two cars for sale.

1948 Continental Cabriolet RestoMod. Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.



1983 Mark VI. Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047



You May Be Interested in these Items for Sale



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.

Inquiring Minds Need To Know.



Upon the hood of one once great automobile did this hood ornament adorn? You give us the answer, and we will send you something of value, which you will be able to cherish forever. Email your answer to David Gustafson, Northstar News. First right answer wins. Feel free to guess. Email: davidwgustafson@att.net

For Sale: 1948 Lincoln Continental Coupe. Rebuilt and balanced V12 engine. New dark green paint. All chrome replated. New tires. New brakes and exhaust system Radiator and gas tank reconditioned. Trunk carpeted. The Lincoln has a good working overdrive unit and runs and drives as new. Lots of extra parts with car. \$14,000.

Call Ted Anderson at 763.561.8143



Northstar Region grille badges are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

For Sale: 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500. Bob Schmidt, Willmar, 320-235-4106



1995 Town Car, Executive model, light Santa Fe Metallic Clear Coat. Matching leather interior. Moon Roof. Never winter driven. Always garaged and never winter driven. 112,XXX miles. Asking \$9,500. Call Richard Magner 651.351.2855. Email: milliemoonlight@usfamily.net

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson 651.257.1715, email: arborbob41@aol.com

Preview of Coming Events

- April **CCCA Garage Tour, Saturday, April 30, 8:00AM**, meet at Unique Specialty and Classic Cars. 14954 Aberdeen Street NE, Ham Lake. Tour leaves promptly at 9:00AM
- May **8th Annual Memorial Day weekend car show, Saturday, May 28.**
Morries Ford Lincoln, Minnetonka, MN 10:00AM to 2:00PM
Board meeting at 1:00 PM
- June **LCOC Mid America National Meet, June 16-20, 2016**, at Dayton Ohio
10,000 Lake Concours d'Elegance, Sunday June 5th, in Excelsior MN.
10am - pm. For details check www.1000lakesconcours.com or Randy Guyer at randyguyer@cloud.com or 612-759-8790. Beside new entries, all vehicles that participated in the last two Concours are eligible to attend.
2016 All Ford Picnic, Sunday, June 5, at Dunwoody Institute (College) Lyndale and Dunwoody Ave, Minneapolis. Sponsored by the Twin City Early Ford V8 Club and the Mini Birds of Minnesota. Contact Steve Seidl at 763.574.6954 or Dave Trucksess at 952.431.1738. More in future issues.
MSRA "Back to the 50's" June 17 - 19, 2016
- July **Maple Grove Days Car Show, Saturday, July 16, 2016**
14th Annual Out State Lincoln Car Show, July 21 - 24, 2016. Featuring a driving Tour to Dick Koop's, Moscow Mills, Missouri. Call or email Bob Johnson for more information.
- August **Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory Corners, MI. August 10-14, 2016.** All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Club.
LZOZ-Central GOF Central Chapter Meet, Lincolns on the Mississippi. August 18, 19, 20, 2016, Red Wing, MN. Contact Bruce Nichols 608.225.5600, or email: brucenbanjo@yahoo.com. On line registration forms available in April at lzoz.org
- September **9th Annual Luther North Country Lincoln Car Show, Saturday, September 17, 10 to 2 PM.**
LCOC Western National Meet, September 7-10, 2016, Denver, Colorado, Hosted by the Rocky Mountain Region.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS AVAILABLE
ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

Issues are in PDF format and may be printed on your color printer.

North Star Activities

Morrie's Minnetonka Ford Lincoln, Spring 2016 All Lincoln Show Saturday, May 28, 2016, 10:00AM to 2:00PM

Join us for our Northstar Spring car show. Bring your favorite Lincoln, old or new and plan to spend a nice spring day visiting with many of your old friends and making some new ones too.

Again, All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. See you at Morrie's Minnetonka Ford Lincoln on May 28, 13400 Wayzata Boulevard. Just before Hwy 494. Invite anyone you know who owns a Lincoln to join us at this show.

Test drive a new 2016 Lincoln while you are there.

April Event - CCCA Garage Tour

Saturday, April 30, 2016

Meet at 8:00AM at Unique Specialty and Classic Cars, 14954 Aberdeen Street NE, Ham Lake, MN. Look for designated parking for the tour, as the Oldsmobile club is having a show there that day. The tour will leave promptly at 9:00AM.

Sunday, June 5, 10,000 Lakes Concours d'Elegance, Excelsior MN

10AM - 4PM. Check web site 10000lakesconcours.com or contact Randy Guyer at 612.759.8790.

Sunday, June 5, 2016 All Ford Picnic, Dunwoody Institute, Lyndale and Dunwoody Avenues, Minneapolis, MN. Gates open at 10:00AM. All years of Ford, Mercury, Edsel and Lincolns welcome.

Back to the Fifties, June 17 - 19, Minnesota State Fairgrounds, St. Paul, MN

Maple Grove Days Car Show, Saturday, July 16th, 2016.

July 21 - 24, Northstar LCOC 14th Out State All Lincoln show, Moscow Mills, MO. Four day road trip to Kansas City, MO and St. Louis, MO and points in-between. For more details, see the two page supplement in the June newsletter or call Bob Johnson, 651.257.1715. email: arborbob41@aol.com.