

## A Tale of Two Lincolns



### Pat Corbett's Continental at the City Garage, Salado, TX

*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.*

This story originally appeared in the November/December issue of Continental Comments and was authored by Pat Corbett, of Manchaca, Texas. Pat is also a national director of LCOC and serves with your editor on the LCOC publications/communications committee.

The story began in 1973 when I was a second year college senior at the University of Texas in Austin. Driving home from work one evening, I passed the Buick used car lot and on the corner sat a 1969 Lincoln Continental Sedan. The price was \$2,800. She had belonged to a local bank executive. I bought the car and sold my '61 Chevrolet Biscayne to a neighbor college student for \$300. A slight move up by most standards.

This Lincoln was my pride and joy. It was as if I had fulfilled a dream and goal in life to own a Lincoln. My love for Lincoln was already in my blood. I had worked part time a few years earlier in Texarkana for a pipe organ builder out of Little Rock, Arkansas. He traveled the great Southwest in a 1965 Lincoln Continental sedan with a Sears luggage rack clamped to the drip rails. We would place 500 pound pipe organ wind chests on this car's roof and drive across town to unload them and install in another church. We usually had a few husky boys to assist with this maneuver. Even at this early age, I considered Lincoln to be the finest auto ever produced.

For the next two years, she was a delight to own, the ladies loved the car, and I traveled in

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## Trivia from the Internet



*Tony Hatch  
Composer/Arranger*

**Anthony Peter Hatch** (born June 30, 1939), credited as pen name **Tony Hatch**, **Fred Nightingale**, and **Mark Anthony**, is an English composer for musical theater and television. He is also a noted songwriter, pianist, arranger, and producer.

Tony Hatch was born in Pinner, Middlesex. Encouraged by his musical abilities, his mother - also a pianist - enrolled him in the London Choir School in Wansunt Road, Bexley, Kent when he was 10. Instead of continuing at the Royal Academy of Music, he left school in 1955 and found a job with Robert Mellin Music in London's Tin Pan Alley.

Not long after working as a tea boy,

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## Editors Message

March 2019

Gentle Readers.... It is the last Sunday in February, and I am struggling to get the newsletter for March finished so I can get it proofed, printed, and mailed out to our members by the end of the month.

It is the early afternoon, and I have just

finished taking Sweet Olga out to do the kind of things that they must do every so often. The sun was very bright, and while it is cold, there is some melting going on where the powerful rays of the sun make contact with the concrete floor of my front porch. We were lucky enough to get another inch or two of snow overnight, and we are having strong winds now; which continue to scatter the snow everywhere. My optimism of an early spring is fading a bit. My very good and kind neighbors, Ed and Pat Easton; who live across Brandywine from me were over a bit earlier with their snow blower and hardy shovels with which they cleaned off my front porch, sidewalk, and driveway. If anyone deserves sainthood, these gentle folks do.

We really need original material from our members. For the March issue, I had to go back into my collection of Comments, find some interesting stuff, scan the magazine and run the scans through the recognition programs; which convert something you scan into a usable, editable Word document suitable for publishing. Fortunately, I have some good scanning equipment and a ton of software; which does a pretty good job, but it all takes time, and I should have allowed another day or two to do this in a more orderly fashion. I would appreciate it very much if you could try and send in a story about your Lincoln. It doesn't matter if it is an older one or a newer one, just tell us about it.. what you like best and what attracted you to that particular year and model. If you have a newer model; which you might consider your everyday driver, tell us about that one too. We want to hear your stories. Don't be afraid to write, most of us were not English Majors in high school, in fact, my high school English teacher, Gertrude LaMontagne, wondered if I would ever finish high school, much less college. Write your story, send it to me, and I can clean it up with

the software that I have to make it look nice on paper.

The real heart of our beloved North Star club and to a lesser extent, this newsletter is the personal connection that we have with our membership. Yes, many of us have some very



Sweet Olga has met a new friend at the Fireman's Museum. She had a nice evening meeting and greeting all the people who came to the potluck.

fine Lincolns... And a few of us are blessed with having more than one in our garage. But, in today's world, it is the many friendships and social connections that we make through our membership in the various automotive related clubs that we belong to. I attended the February potluck dinner and auction at the Fireman's museum and what a nice evening that was. The food was good, the meeting place was perfect for the occasion, and there were a good group of people to visit with and to talk about a wide range of interesting topics. It is just not about automobiles anymore... It is the good feeling you get when you spend some quality time with those folks

that you really enjoy being with.

Be sure to check out our activities. Bob Johnson mentions them in his column, and we also list them on pages 17 and 18 of this issue. March will see us at Holman's Table over in St. Paul at (wouldn't you guess) Holman Field, the airfield located on the South side of St. Paul. They do not offer a traditional brunch that we seem to like, but their menu does look pretty good. It has been in business for a few years and has some good ratings on the internet, so let's give them a chance.

Lincoln is selling cars, thanks to their Navigator and the new Nautilus, both winners. The public seems to really like them, and these two models are holding their own against some real competition. The all new Aviator will be out later this summer. This model will fit between the Navigator and the Nautilus and have three row seating. It should sell very well and help Lincoln out in growing their market share in the U.S. All I ask is that they do not give up on the Continental. Such a fine car, but when the marketplace wants SUVs, what is Lincoln going to do.

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



## Directors Message by Bob Johnson      March 2019

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he was writing songs and making a name for himself within the recording industry, joining The Rank Organization's new subsidiary Top Rank Records; there he worked for future Decca Records A&R man Dick Rowe. While he served his National Service, he became involved with the Band of the Coldstream Guards.

In 1960, Garry Mills's (trumpeter Nat Gonella's nephew) recording of Hatch's composition "Look for a Star," featured in the film *Circus of Horrors*, became a Top Ten hit in the UK for Top Rank. Four versions of the song charted simultaneously in the United States, including Mills' original and a version by 'Garry Miles' (a recording alias of a future member of The Crickets, Buzz Cason). Top Rank, despite some worldwide success with artists such as Jack Scott and The Fireballs, ultimately failed because of an unusual distribution arrangement with EMI.

A swift succession of events ensued through 1961 that Top Rank was sold to EMI, briefly operated as a subsidiary, with hits by John Leyton, and shuttered, with its artists transferred to other EMI labels. Hatch moved on to a part-time

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Just remember when: 2017 we had record temperatures in February; which was really special for us all to enjoy! It was like having April weather, but the reality of 2019 is a record amount of snow this month and more to come. We canceled our monthly North Star Board meeting twice due to bad roads and will not have a February meeting as our March meeting will be March 7.

Our February activity was a joint Potluck and Auction with the CCCA Saturday, February 16 at the Firefighter's Museum. It is always nice to gather with the CCCA and renew old friendships. There was a nice group of members from

both clubs in attendance that enjoyed the warm get together and our fellowship between the CCCA and LCOC Clubs, a great way to spend the day.

In March, our Sunday Brunch will be at Jax's Cafe, 1928 University Avenue NE, Minneapolis, March 24, **at 10:30 a.m.** They have two seating times for Sunday Brunch, 10:30 and 12:30 so our normal 11:30 would not work. Please RSVP to Jay White by Wednesday, March 20, if you plan on attending.

Our April Sunday Brunch will be April 28, 2019, at Holman's Table Restaurant, 644 Bayfield St, St. Paul, at 11:30 a.m.

Again this year, we have been invited to have a Lincoln car display Saturday, May 18, 11 a.m. to 3 p.m., hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. This will be held in conjunction with the Central Avenue ART-A-WHIRL, it is an open studio tour in Northeast Minneapolis. Jeff will conduct a tech session at 11 a.m. You will then have a great opportunity to tour private artist studios and galleries, connect with the artists, and purchase original artwork. It has been held for the past 24 years. Jeff and Wendy will be serving up a light lunch,

The Lincoln Car Museum website now has the 2019 Meet Registration packet PDF ready for your use, go to [lincolncarmuseum.org](http://lincolncarmuseum.org) to download or you can type into it directly then save and then email or mail to Meet Registration to me, Bob Johnson. Plans for 2019 include a special event, a **new major feature is added for Monday, August 12** a full day at the US131 Motorsports Park, Martin, Michigan where you can run your car or just watch. You can just drive your car on the track or punch it for speed and time. Our cars have the horsepower to move out at whatever pace you choose. At the US131 Motorsports Park, you can do it in a supervised and lawful environment. You will be able to do as many timing runs as the day will allow during our six hour time block. You can pick and choose what you want to do. **Again, remember that the hotels and tours have limited space so register early to get your choice.** The early bird will get the worm or in this case the choice of activities that you want.

North Star membership renewals for 2019, 85 members have renewed, Dave Gustafson would appreciate your updating the information on the renewal form. Dues will remain at \$20 again for this coming year. Please, it send back to Matt Foley with your renewal check so we can update our membership directory.

We always need "Our Pride and Joy" articles about your Lincoln. This winter is a great time to write that article about your car that you keep putting off during the summer because you were too busy. Please share your story about your car with all of our members; we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson; he can only do the newsletter with material that you send him, so get busy.

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

*Bob and Mary Johnson...*

## *Board Of Directors - 2019*

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
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Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

### *More Pat Corbett...*

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style. Then the oil embargo in 1975 shot gas prices to over 50¢ a gallon with rationing to boot. I panicked and traded the Lincoln for a new Ford pickup to get better mileage and I added a 50 gallon tank for reserve gas.

Over 30 years have passed, and memories of that car have always been on my mind. Because I have always been a do-it-yourselfer, constantly building stuff, I have continued to drive pick-ups until this very day. Nonetheless, the 60s Lincolns have always been a passion with me as the finest American made autos.

In 2007, I began surfing the internet for Lincolns as a pastime. One of my "favorite places" to browse was Lincoln Land in Florida. One day in January, I was browsing this site and there she was, a '69 Lincoln Continental sedan. From the pictures she looked pretty clean. So, I called and discussed the car with them and then flew down to look her over. In comparison to many cars of this vintage, she was well taken care of. However, she had a dent in her trunk deck and rust in several places. However, the engine was smooth and pulled a steady 20 inches vacuum. After some negotiation on the price, she was now my car. I engaged a closed carrier transport and flew back to Austin. An interesting aspect of this Lincoln was her original owner's manual with several license registrations and insurance cards located in the glove box, providing me some historical perspective on her past life.

I realized that after 38 years, I had better go through this car in detail if I was going to drive it with any confidence. Although one of the employees at Lincoln Land kept telling me, "this is a good one" I knew that was only relative to other 38 year old cars. After looking at so many "finds" and "resurrections" from the junk yard that others were so proud to display, she was "a good one," but the reality was that she needed lots of attention. Also, it seemed that finding a '69 was a rare enough experience in itself.

She arrived on a cold, drizzly Sunday in January. The transport driver backed her out of the carrier and drove her into my garage. And there she sat for three months. I jacked her up on blocks and began a tear down into her inner self. Lincoln, I discovered, used

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Another view of Pat's 1969 Continental sedan



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job with Pye Records; where he assisted his new mentor, Alan A. Freeman, with the recording of "Sailor," a number 1 hit for Petula Clark.

Hatch continued to write songs for Pye artists, sometimes under the pseudonym 'Mark Anthony,' including the popular "Messing About on the River" for Josh MacRae. In 1963, Philadelphia teen idol Bobby Rydell hit the charts with "Forget Him" written and produced by Hatch, who went on to produce, arrange and write for other American stars such as Chubby Checker, Connie Francis, Pat Boone, Big Dee Irwin, and Keely Smith. In 1964 he wrote (under the pseudonym of 'Fred Nightingale') the Searchers' hit "Sugar and Spice."



While at Pye, he produced many of their artists: The Searchers, David Bowie, Mark Wynter, The Settlers, the Viscounts,

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## Northstar Monthly Board Meeting Minutes

Due to the never ending string of bad weather days occurring on Thursday evenings, there was no Northstar Board Meeting this February. Hopefully, March will treat us much better.

## Join the Lincoln Motor Car Foundation today!



on the campus of the **Gilmore Car Museum**  
Hickory Corners  
Michigan

**LINCOLN  
MOTOR CAR  
HERITAGE MUSEUM**  
[www.LincolnCarMuseum.org](http://www.LincolnCarMuseum.org)

■ **THE LINCOLN MOTOR CAR FOUNDATION** is committed to collecting, preserving and sharing the heritage of the Lincoln automobile. This is the spirit of the Lincoln Motor Car Heritage Museum now open for your enjoyment and education. The Museum houses the Lincoln motor car archive, with displays of Lincoln automobiles and memorabilia. It is the hub of the Foundation's educational and outreach programs.

America's passionate love affair with the automobile continues to inspire new generations. The Lincoln automobile has inspired the creation of four major affinity clubs: **Lincoln Owners Club, Lincoln & Continental Owners Club, Lincoln-Zephyr Owners Club, and Road Race Lincoln Register.**



For many years, these clubs have been independently active in promoting the Lincoln brand, preserving the Lincoln heritage and vehicles, and sharing the passion and knowledge of their members with others. Now, the four Lincoln clubs, along with other friends of the Lincoln brand, have incorporated a public educational foundation.

Now is the time to increase the sharing of the Lincoln automobile's living legacy by supporting a museum dedicated to the heritage of the Lincoln motor cars.

As a 501(c)(3) non-profit organization, we count on a variety of sources for support, including your donations. They are what fuel our exhibits and support our education programs. They also give

us the operating dollars that are the foundation for an incredible visitor experience that includes a museum full of historic vehicles and hundreds of artifacts.

■ **THE LINCOLN MOTOR CAR HERITAGE MUSEUM** illustrates the rich legacy of the American automobile by tracing the history of the Lincoln motor car. The Lincoln is unique among automotive brands, as the activities of Henry and Wilfred Leland, Henry and Edsel Ford, generations of the Ford family, and thousands of dedicated people associated with the Lincoln brand are integrated into a fascinating continuum.

A visit to the Lincoln Motor Car Heritage Museum provides an entertaining and educational encounter with some of the finest automobiles ever produced and an acquaintance with the people who worked to make them great. Memorable, multi-sensory presentations bring exhibits to life with the latest audio/visual technologies.

■ The four Lincoln clubs, along with additional friends of the Lincoln brand, have joined forces to create a comprehensive, properly curated and protected Lincoln archive and constructed a premier, state-of-the-art museum on the campus of the Gilmore Car Museum, Hickory Corners, Michigan, to preserve and display Lincoln automobiles and memorabilia. The mission of the museum will include an active educational outreach program, making the best use of the archive, the museum, and the extensive knowledge of club members.



### The Lincoln Motor Car Foundation needs you!

■ If you are genuinely passionate about Lincoln motor cars and you haven't yet joined the Lincoln Motor Car Foundation, it's time for action! Join today!

Help preserve and promote the Lincoln heritage

Have a link with fellow Lincoln enthusiasts

Support a haven for preservation of Lincoln lore

#### MEMBERSHIP CATEGORIES

- ☐ \$25 Annual ☐ \$100 Annual Sustaining
- ☐ \$1,000 Annual Corporate
- ☐ \$1,000 Lifetime (or 4 payments of \$250)

For membership, please check a box above, fill out the form at right, and mail to: Cornerstone Registration, Ltd., P.O. Box 1715, Maple Grove, MN 55311-6715.

Questions? Call 866-427-7583.

■ Donors who make gifts of \$1,000 or more are granted Lincoln Motor Car Foundation life memberships. Individuals with LMCF Life Membership cards are entitled to free admission into the Gilmore Car Museum complex during normal hours of operation and are eligible for the Ford Motor Company X-Plan, a partner discount program for new Ford and Lincoln vehicles.

The Lincoln Motor Car Heritage Museum & Research Foundation, Inc. is a 501(c)(3) non-profit public charity. Therefore, your gift may be tax-deductible, or if you are 70½, an IRA RMD gift may avoid tax.

Supporter's Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email Address: \_\_\_\_\_

(facilitates electronic delivery of **The LINCOLN LINK** newsletter)

Pledge Amt: \$ \_\_\_\_\_ Enclosed: \$ \_\_\_\_\_ Balance Due: \$ \_\_\_\_\_

(Please make checks payable to Lincoln Motor Car Foundation)

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*Julie Grant, Gary Miller, Benny Hill, The Overlanders, Roy Budd, The Brook Brothers, Jimmy Justice, The Montanas, Miki & Griff, Emile Ford, Craig Douglas, Bruce Forsyth, Sue Nicholls, The Breakaways, Norman Vaughan, Buddy Greco, Sacha Distel, Anne Shelton, Sweet Sensation, David Parton and Graduate among others.*

*His production of The Searchers' entire Pye catalogue was significant in that nearly every song was issued in true stereo. The only other UK chart acts with so much stereo were George Martin producing The Beatles and Ron Richards producing The Hollies (although a handful of early Hollies albums were initially issued only in mono).*

*Hatch also recorded various lounge style albums with his orchestra; he also made solo piano recordings and some tracks as a vocalist.*

*After "Valentino," the first of Hatch's compositions to be recorded by Petula Clark, he became her regular producer. They collaborated on a series of*

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## Pat Corbett, a very Continental person

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real sheet metal so, for the most part, the rust was superficial. There was one rust through on the rear under the trunk deck overhang. The chrome was decent, but would never be concours acceptable without a complete and very expensive restoration. The top surfaces of things like door handles were slightly pitted, and hidden places were quite crusty.

At this same time, I discovered and joined the Lincoln and Continental Owners Club, both nationally and regionally. I discovered parts houses like Baker's and Green Sales; which I should now own stock. On eBay, I located many items I wanted to replace on the car. As I delved into the world of auto restoration, I found I was immersing myself into a separate culture. My logic told me that these perfect restorations I saw in the LCOC *Comments* just did not happen like manna from heaven and there were people out there that serviced this industry. The only question in my mind was at what cost?

My goal was to make this Lincoln safe and road worthy, license it in Texas as an antique and enjoy driving her while I continued with the restoration process. I did not have the money to make this Lincoln a *Comments* Cover Girl. But I did have a reasonable poor-boy budget. I also have a passion for the Lincoln that requires I experience the feel of her on the road, enjoy the purr of her 460 loping at 70 mph, and the grace of her suspension as she squats into a bend in the roads of the Texas Hill Country.

Another important factor in this quest is that I am not a mechanic, but I am mechanically inclined. Before my even going to Florida to look at her, I called my neighbor, Larry; who is a professional, 35 year, veteran mechanic. He started in the business during the '60s as a mechanic for the Austin based Roy Butler Lincoln dealership. He had personally serviced the Lincoln fleet of President Lyndon Johnson and his family during and after his presidency. Larry's daddy was also a mechanic there for several years past, so Larry was taught a family tradition and knew the '60s and '70s Lincolns inside and out. His promise to help me with this '69 was the key to my navigation system into this upcoming adventure through the uncharted mechanical territory.

After three months in the garage, we had rebuilt the front disc brakes, cored the radiator, replaced the main coolant hoses, and tink-

ered with the choke. We started her up one cool March evening and took her for a shake-down cruise around the rural neighborhood we live in. She was a delight to drive, but there were other things needing to be done. The first thing was a new set of steel belted radials and shock absorbers. The exhaust system was stainless steel, but a cheap one at that, and it had a hollow sound, was loud and un-Lincoln like. With Baker's best connected to the manifold, the Lincoln was now purring as it should.

On another weekend we replaced the oil pump for good measure. This procedure is by no means a task for the inhibited or inexperienced. Pitfalls abound, and every step is noteworthy. With any luck, this will be the last oil pump I ever replace. When we pulled the pan, Larry gazed up into the engine and commented this was the cleanest 460 he had seen in a long time. And there was no sludge in the pan to boot. That was a comforting remark that gave me more confidence in this car.

Another neighbor, Pat, has a transmission shop just down the road. There was a little slip between first and second gear and an intermittent leak on the front seal. I took her in and when Pat looked her over he began telling me of his childhood at his daddy's transmission shop in Austin and how his daddy had loved the '64 Lincoln so much he had owned four. He embraced my car with a distinct love for this machine. After he laid hands on her, she shifted smooth as silk.

The Texas Regional Fall Meet in Marble Falls in 2007 was now only three weeks away, and I wanted to enter her in the show. Everyone in our Lone Star Region that I knew encouraged me to enter her, even with the dent in the trunk. Well, even though I was not building a Concours quality, frame-up restoration I did have my pride.

Although I had spent countless hours under the wheel wells and front end sanding away rust and consumed what seemed to me at least a 55 gallon drum of chrome polish, there was that dent and rust through on the rear end that was well beyond my ability. After some inquiry among the usual body shop outlets in my area, I was directed to a fellow named Danny; who owned a little shop that I was told did custom work.

I took the Lincoln to Danny so he could assess my little irritations. After some time in discussion with him, I could see his experience

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*French-language recordings for Vogue Records. (Clark, whose husband was French and who spoke the language fluently, had a successful career throughout Europe.) Hatch became one of her regular songwriting partners, in addition to supplying English lyrics for songs she had composed with French lyricists.*

*In 1964, Hatch made his first trip to New York City in search of new material for Clark. The visit inspired him to write "Downtown," originally with The Drifters in mind. When Clark heard the still unfinished tune, she told him that if he could write lyrics to match the quality of the music, she would record the song as her next single. Its release transformed her into a huge international star, topping charts globally early in 1965, and introducing her to the U.S. market. "Downtown" peaked at number two in Britain, stuck behind the Beatles' great hit "I Feel Fine." Clark then charted with three consecutive hits written by Hatch: "I Know a Place," "You'd Better Come Home," and "Round Every Corner," which all charted higher in the U.S. than in the UK. She and Hatch co-wrote "You're The One;"*

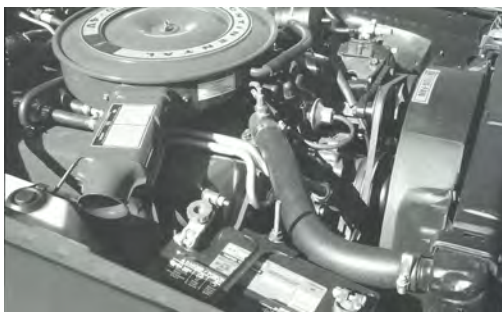
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## Pat Corbett's adventure continues

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was parallel to his gray hair. He had a '69 GTO Judge in the paint booth at that time, and I could see his work was based on experience and a love of the craft. The dent was removed without any holes drilled, or Bondo applied, and the paint matched and was feathered in. He ground out the rusted trunk metal and welded sheet metal in the rust through to match the other side. The appearance now was a factory quality repair.

The Lincoln and I arrived in Marble Falls to find a parking lot full of the '60s and '70s Lincolns and Marks with a few '50s and '80s to dress it out. Something told me these fun loving Lincoln owners were also very serious about their Lincolns. I was met with enthusiasm and typical Texas hospitality so I felt at ease among these Lincoln connoisseurs. The next day, the cars were prepped and judged. My Lincoln was inspected by three long-time and respected members including our current President, Glenn Kramer. I think they were generous with their scoring as there were some pretty spiffy Lincolns sitting beside me. She did very well except in the one area that had not been worked on, the engine bay. This was no surprise, and it set me in the direction of my next quest.



Pat's engine compartment looks much better than any Lincoln ever delivered to a customer. The attention to detail is amazing.

In November the engine bay was torn apart. In order to paint the intake manifold and rocker arm covers, they were removed. A seeping oil leak at the back of the intake manifold needed attention. I discovered a leak in the pressure line for the power steering, so that the entire circuit was replaced with new stainless steel hydraulic lines. I also became intimately familiar with a die grinder and the assorted polishing and sanding disks made available. Nothing was going untouched in

the engine bay. I had suspected the master cylinder was beginning to fail, so a new one was purchased. In removing the old one, we discovered an inordinate amount of rust in and around the vacuum booster. All was replaced including new stainless steel brake lines. The water pump had been replaced sometime in the past and was rusty. Out with that, paint a new one Ford Corporate Blue and install.

At one time there had been small engine fire on the intake manifold resulting in damage to the wiring harness that serves engine mounted items. This was replaced with all new wiring to match the original. The wiring harness on the left side was also replaced due to age and cracking insulation. The intake manifold, idler pulleys, harmonic balancer, brackets, and other engine mounted items were glass bead cleaned to a shiny appearance then painted to semi-gloss black or Ford Blue as required. The wife's clothesline looked like a prop from the Beverly Hillbillies.

I replaced the voltage regulator and alternator as well. Larry told me that FOMOCO voltage regulators had blue covers, so I took the black cover, painted it Ford Blue and placed the proper decal on it for originality. Larry said they always told the parts guy at the dealership they needed a "blue top" and they were always handed a correct voltage regulator.

Lest we not forget the carburetor, I sent it to a self acclaimed carburetor shop back east touting 61 years of experience. The carb came home complete with fresh chromate plating. I learned that because of the position of the gas filter, tightening it would torque the upper casing of the carburetor and cause the gas leak.

There have been a few setbacks along the way. I was loading coolant after we had rebuilt the engine bay. I noticed a drip leak on the front of the block. We then discovered it was between the timing chain cover and engine block. So, tearing everything off the front of the motor again we discovered that at some time in the more recent past a mechanic had replaced the timing chain set and NOT replaced the timing chain gasket.

I had one more visit scheduled with Danny. The Lincoln came to me with a hood ornament on the front cowl in front of the hood. And it was a '74 or '75 ornament. I love the look of the hood ornament, but, on the other

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which peaked at 22 in Britain but gave *The Vogues* a major debut hit in the States. Tony Hatch and Petula Clark became established as the British equivalent of Burt Bacharach and Dionne Warwick. In 1965, Hatch's first album under his own name was released. *The Downtown Sound of Tony Hatch*, features instrumental versions of some of his best known songs, along with new compositions.

The song "Call Me," written for and recorded by Petula Clark in 1965, was recorded by Chris Montez later in the year. Released in November 1965, Montez's version entered the U.S. Easy Listening Top 40 in *Billboard* that December, and the *Billboard* Hot 100 in January 1966, peaking that March on the Easy Listening chart at #2 and on the Hot 100 at #22.

Petula Clark's run of 1966 and 1967 hits include many written by Hatch: "My Love" (a U.S. number one), "A Sign of the Times," "I Couldn't Live Without Your Love," "Who Am I," "Colour My World," "Don't Sleep in the Subway" and "The Other Man's Grass Is Always Greener." He wrote all of these (except "My Love") with his wife, Jackie

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## More Pat Corbett's Continental

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hand, the 1969 model just does not look right with it. Danny welded new metal on the cowl in a butt splice and refinished the front to factory original. Now, after gazing at her front end with this reversal to factory design, she is more beautiful than ever. The goal of this second round of restoration was not only to clean up the appearance of the engine bay but have it mechanically new and very reliable.

The 20th Anniversary Texas Regional Meet in Salado, Texas in 2008 was our next show stop. The cruise to Salado was especially good. Taking the Texas back roads instead of the Interstate, the ride was very memorable in itself. This was the first time in literally four months that I had the opportunity to drive her any distance at all and experience her stately ride. The wild flowers were in full bloom, the pastures were green with alfalfa, and there was not a cloud in the sky. I tuned the AM radio and found a station out of San Antonio that played nothing but the '60s, '70s, and '80s country classics. For two hours I was transported back in time to that first Lincoln I toured the Texas Hill Country in 35 years ago. Nothing could be finer!

The next day of judging was a relaxed day. A few bugs had terminally engaged my Lincoln the day before, and we were not invited to the party, so the problem was addressed, and a bit of dust was removed from the engine bay. Then I visited with fellow attendees and swapped stories about the privilege of ownership. Once again, I met folks who were compendiums of information and wisdom. Listening to them discuss the specifics of motor oil and engine design of the '60s was an experience in and of itself.

The day was completed with the car taking third place in her class. The trophy was definitely earned and graciously accepted as the bruises and bloodshed will attest. The skills of Larry and Danny really made it happen, so it would be honest to say, "we" won our first real competition against some real race horses. On Sunday morning, we all gathered for brunch, drank coffee, told lies and had great fellowship. I wanted a picture of the Lincoln down by the river before departing for Austin. I drove down by the river, and as I backed into position, I noted pale smoke around the car. This was not supposed to happen. But, to my chagrin, a compression fitting had failed, and every turn of the wheel ejected

power steering fluid on the engine. OK, I am in a town of 2,000 on a sleepy Sunday afternoon, and only sheer panic was present.



"Doc" Ellis and Pat Corbett at the Salado, Texas Lincoln show. For many years Doc Ellis helped host this wonderful show that drew folks from all over the country. Sadly, all good things eventually come to an end and the Salado show is now fading away in the rear view mirror. But, while it lasted.....

After about ten seconds, I gathered my wits and walked up to the hotel where I found four of my fellow club members from LCOC chatting before their departure. One of them, Hank and Charlotte Henley, had a quart of Type F fluid and the other, Joe and Lana Hill, produced an LCOC Directory. I called Donald "Doc" Ellis who lives in Salado. Doc came to my rescue. We found a hose clamp and some iron tie wire at his "City Garage." We cut off the compression connector and made our shade-tree repairs. Running the steering wheel lock to lock did not produce even one drop of fluid, so, with Doc's blessing, I took off for Austin. We rolled into the driveway without a hitch or one spilled drop of fluid. These folks showed me during my crisis another element of LCOC membership, that is the commitment of their friendship to their fellow members.

At the end of the day, the restoration of this Lincoln will be much more than a restoration. It has been and will continue to be a work-in-progress and an adventure. Something I had not realized in the beginning of this quest was just how many meaningful relationships would be made both in the club and under the hood. Of course, there would not have been a project without the expert guidance from Larry, master Lincoln mechanic, friend, and neighbor.

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Trent. "A Sign of the Times," "Who Am I" and "Colour My World" were not hits in Britain.

Though still married to his first wife, Hatch began an affair with Jackie Trent; who had become a frequent song-writing collaborator. This ongoing affair was the inspiration for the song "I Couldn't Live Without Your Love."

Hatch and Trent were married in 1966.



Jackie Trent

Their duet "The Two Of Us" reached number three in the Australian charts in 1967 and created a demand for concert and cabaret performances earning the duo the nickname of "Mr & Mrs. Music." The couple also wrote the song "Joanna," a hit for Scott Walker. One of their more unusual collaborations was the song "We'll Be With You" written for Stoke City Football Club in the club's successful run for the League Cup in 1972.

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## The Mark V is a Very Popular Lincoln

This article originally appeared in issue 292 of Continental Comments and featured Mark Vs that appeared at the 2009 Salado Mid-America Meet.

Continental Mark Vs continue to be the most popular cars in LCOC, certainly the most popular cars of the Mark series and the 2009 Mid-America National Meet in Salado, Texas was no exception. Nine of them were registered and seven showed up. We do not know if it is the classic styling or the fairly good number of Mark Vs with low mileage available to buyers or a combination of the two. Mark Vs have been enormously popular with our members for at least the past decade, and their popularity is reflected in selling prices that continue to be strong in an uncertain market for many other collector cars of all makes. We were lucky enough to be able to interview all the Mark V owners in Salado but one.



Ralph Keller's Mark V convertible

The most unusual Mark V at the meet was a 1979 convertible conversion entered by Ralph Keller of Porter, Texas. Keller also owns two Mark IIs, a Mark II, and a 1948 Lincoln Continental Cabriolet. He bought the Mark V 12 years ago at the auction in Scottsdale, Arizona. He is one of the few people to get a good buy in Scottsdale. The reason, it was the third car to come across the block. He bid around \$13,700, and they took it. That was the same price he paid for a 1979 in 1979. Ralph does not know the complete history of the car. The former owner bought it in Colorado Springs and drove it down to Scottsdale and used it strictly for parades, so it is a low mileage car. The manufacturer is *Cabriolet Edition* in Texas, and they only built six of these cars.

Bob and Nannette Roth drove down from Plymouth, Minnesota in a 1978 Continental Mark V that they bought new! This is a Pucci

in metallic gray with a cordovan half roof, and it has only 16,000 miles after 31 years, and that includes the 1,130 miles on the trip down from the Twin Cities. The car even has Nannette's name on the dash as proof of original ownership. This car won a Senior first in Salado. They kept the mileage low by only driving it on nice days, never in the rain or snow, and there is a lot of snow in Minnesota.



Bob and Nan Roth with their as-new 1978 Mark V.

Bob has a 1980 Continental Mark VI that he drives to events locally. This was the first time they drove the 1978 Mark V this far. But they do drive it to major shows. This is not a trailered car. The car still has the original variable venturi carburetor which is about ready to be rebuilt. Bob points out that you can still get the carburetor rebuild kit, but you can't get the slides anymore.

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## More Pat Corbett

(Continued from page 8)

I encourage anyone with a passion for any Lincoln, regardless of its condition, to embrace it with the notion that the journey of restoration is a great adventure. If you are not mechanically inclined, I certainly advise you to embrace the skills of others, especially those with gray hair in the business. There is grease in their blood and a style in their approach that is grounded in an era when the trade was handed down from father to son. I am proud to have gotten some of that grease at least under my fingernails in the process. Owning a vintage Lincoln has the additional reward of knowing vintage people of the same quality as the Lincoln itself.

Lincoln - Nothing can be finer...

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The song featured the team and supporters and was recorded at the supporters club using PYE Records mobile studio. The song is still sung by fans as the team runs out on matchdays.

During the 1970s, Hatch and Trent diversified into musical theater. Their first project, *The Card*, based on Arnold Bennett's novel, with book by Keith Waterhouse and Willis Hall, ran in London's West End with Jim Dale and Millicent Martin in the lead roles.

(Coincidentally, Petula Clark had starred in the 1952 film version with Alec Guinness.) Hatch produced the Original Australian Cast Recording of the Andrew Lloyd Webber musical *Cats* in 1985, whilst serving as the show's production musical director.

Hatch and Trent separated in 1995 and divorced in 2002. Trent died on March 21, 2015, in Menorca after a long illness.

On June 13, 2013, Hatch was inducted into the Songwriters Hall of Fame, at a ceremony held at the New York Marriott Marquis. He was accompanied by his wife, Maggie.

Hatch has two daughters from his first marriage to Jean, as well

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## Mark V continued...

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Craig Adams 1979 Mark V Givenchy

Craig Adams from Houston entered a 1979 Mark V *Givenchy*; which has 71,000 miles. He has had the car for a little over two years. The Car came from somewhere up in the northern part of the country but was never driven in the snow. It was brought down to Houston by another member of the club; who sold it to Craig. This car has the fairly rare moon roof option. It won a Primary Third. By the way, there were four Mark Vs entered in the Primary Class. The metallic blue, actually almost purple color, is unique to the 1979 *Givenchy*.



Brian Felt with his 1979 Mark Cartier

Brian Felt, Houston, and Director of the Texas Gulf Coast Region entered a beige 1979 Mark V *Cartier*; which he bought on eBay about a year before the Salado meet. Strangely enough, the seller was from Logan, Utah where Brian is originally from, and he actually knew the seller from years ago. The seller's father had a collection of 36 cars and had passed away. The car won a Primary third in Salado.

Wayne On, Midlothian, Texas entered a light metallic blue 1979 Continental Mark V. This is the standard model; which was bought new by a lady in Virginia. She passed away, the daughter did not want to

sell it, but after some years the grandson persuaded the family to sell it rather than let the car deteriorate just sitting in the barn.



Wayne On's 1979 Mark V

Wayne bought the car on eBay from the family about five years ago. The car had 48,000 miles when Wayne bought it, and the car now has less than 50,000 miles. The car won a Primary second in Salado.



Jim and Wanda Ashley's Wedgewood Blue 1979 Mark V

Jim and Wanda Ashley, Fort Worth, entered a 1979 Mark V in Wedgewood Blue. This is a standard Mark V. Jim works for the Postal Service. About 10 years ago, he was in Abilene where he got to talking to a fellow worker; who mentioned that he had this Mark. He said that his wife died two years previously and the Mark V was just sitting in the garage. He said they only drove the car on weekends, mostly to church. The car only had 33,000 miles when the Ashley's bought it. The car now has 44,000 miles. This was the only Mark V to win a Primary first in Salado.

The only Mark V owner; who we did not get to interview in Salado was Leo Foust from Georgetown, Texas. He entered a 1979 Continental Mark V *Bill Blass*. The year

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as a son and daughter from his marriage to Jackie Trent. He now lives in Menorca, Spain, with his third wife, Maggie.

Although Tony Hatch had success in various segments of the entertainment industry from the '60s onwards, he'll be best remembered for his work as a producer and songwriter for several British pop and rock stars in the '60s. As a staff producer at Pye Records, Hatch worked with the Searchers, Petula Clark, his wife, Jackie Trent and on several mid'60s singles by David Bowie, long before that singer had become famous. Hatch's productions boasted a clean and well-arranged sound that, particularly on his collaborations with Petula Clark, displayed some traces of mainstream pop and Broadway.

Hatch left his biggest imprint, however, on the big international hits by Petula Clark in the mid'60s. These had enough mod swing to sell to a rock audience, but also enough show-bizzy horns and theatrical-type piano to bring in older listeners. The arrangements had a grand sweep that recalled stage musicals. In addition to producing, Hatch was vital to Clark as a song-

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## More Mark Vs

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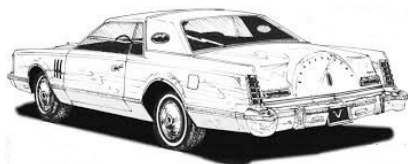


Leo Faust with his 1979 Bill Blass

1979 was the first year of the *Bill Blass* in the nautical theme. The vinyl top and upper body was white, and the midsection and bottom were dark blue. The rear quarter of the roof carried the *Bill Blass* signature anchor. The interior was either white with white leather seats with Midnight Blue accents or all Midnight Blue.

There seems to be a classic pattern to the Mark V stories. The original owner liked the car so much he seldom drove it and never drove it in bad weather. Eventually, the original owner died with very low mileage on the car. It sat in a garage or barn for years until the family decided to take it to an auction or put it on eBay where a member of LCOC bought it.

Mark Vs were built from 1977 through 1979, and a lot of them were built, especially in the *Designer Series* of *Bill Blass*, *Givenchy*, *Pucci*, and *Cartier*. More desirable now than even the *Designer Series* is the 1978 *Diamond Jubilee Edition* and 1979 *Collector's Series*. The press looked down their noses at the Mark Vs as being big, over bloated barges but luxury car buyers loved them and collectors love them to this day. There are a lot of them around today in ratty but good running condition. You will seldom if ever see such cars at our national and regional meets. You will see a significant number of them in very good original condition and with fairly low miles. To date, we have not heard of anybody restoring a Mark V, but it is bound to happen sooner or later.



## Iconic Mark II

The 2009 Eastern National Meet in Lancaster, Pennsylvania will go down in LCOC history as the club's first National Meet to attract nine Continental Mark IIs. The 2008 West National Meet in Irvine attracted eight of them, and we all thought that was a record not to be broken. But for whatever reason, they came out in Lancaster in our most impressive numbers ever.



The nine Mark IIs at Lancaster

Franklin and Margaret Zentkovic Smithfield, Pennsylvania entered a light green 1956 Mark II with a green and white leather interior. They bought the car in the Washington, D.C. area in 2000 and Frank has done most of the restoration work himself.

Joe and Karen Gagliardi, Will Street, Pennsylvania entered one of the three cars that had originally been two tone, but it is all silver gray now. This 1956 Mark II was originally ordered with a white top and dark gray bottom. It was ordered that way by an executive from Greyhound to match the Greyhound colors. But when he took delivery of the car, he did not like the color combination and had the top painted dark gray. Joe had the car repainted all silver gray by the Lincoln-Mercury dealer in Lancaster. When they stripped the old paint, they found the white top paint underneath confirming the original color story. This is a 96,000 mile car still with the original interior. It has air conditioning; which was not very common for 1956 models.

Chris Cimarusti, Manalapan, New Jersey entered a black on black 1956 Mark II; which he bought in 1983. It was a 24 year restoration project and was first shown at the 2008 Western National Meet in Irvine, California.

Nick DeSpirito, Director of the Mid-Atlantic Region, entered another one of the two tone cars. It has a gray top and white body. Nick has had this car since 1988 and had it restored in 1994. It was restored to the authenticity manual specs.

Bill and Rita Wybenga from Brampton,

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writer, supplying, either as sole author or co-writer (sometimes with Clark herself), much of her best material:

"Downtown," "My Love," "I Know a Place," "Call Me," and "A Sign of the Times," to name just the most celebrated examples, are all Hatch compositions. Hatch also deserves a good deal of credit for putting Clark in the international spotlight to begin with. In 1964, Clark was on the verge of giving up on maintaining her stardom in England, in favor of focusing her efforts on France (where she was very big, and often recorded in the French language). Hatch went to France to play her some songs to consider recording for the English-speaking market and wasn't able to come up with anything Petula liked until, out of desperation, he played a composition influenced by American soul, although he didn't think Clark was a suitable artist for it. This was, of course, "Downtown;" Clark loved it, recorded it, and her career revived in England, the single also becoming her first American hit.

*From the internet...*

## Iconic Mark IIs continued...

*(Continued from page 11)*

Ontario, Canada entered a silver 1957 model with a black leather interior. This car is mostly original but has been repainted. They bought the car in 2002 and entered it at Ford's 100th Anniversary Meet in Dearborn in 2003.

Joseph and Mae Armstrong, Poughkeepsie, New York, entered a black 1956 with a gray leather interior. It is a mostly original car with 37,000 miles.

Bob and Jean DiCarlo, Painesville, Ohio entered the third two-tone car, a 1956 Mark II that is a very unusual color combination. It is one of only 15 of the two tone cars that is deep bronze on the roof and medium bronze on the bottom. It is one of only two made in this color combination with the light beige nylon basket weave interior pattern with medium beige leather seat bolsters and light beige seat welts. Both of the Mark IIs in this color combination were air-conditioned. The restoration of the interior on the DiCarlo car is slightly different from the original. Only 64 Mark IIs were originally two-toned, and this may be the first time that three two-toned Mark IIs have appeared at an LCOC National Meet.



The very proud Mark II owners

Chip and Phyllis Wright from Atlanta, Georgia entered a fully restored deep green metallic 1956 model with a two-tone green leather interior. He bought it from David Jenkins who had the restoration done at a restoration shop. This car was entered at the Eastern National Meet in Columbus, Ohio last year where Jenkins showed the car for Wright.

Shepard and Jane Ellenberg, Millbrook, New York, entered a maroon 1957 model; which they bought three years ago as a completely restored car. They first entered it at the 2007 Eastern National Meet in Cherry Hill, New Jersey.

As a collector car, the Continental Mark II is far more successful than it ever was as a new car or even as a used car. In 1955-56-57 a mere 3,015 were built before Ford decided to call it quits and tack the Continental Mark III name on an upscale version of the 1958 Lincoln. Originally, demand for the Mark II dropped like a rock after the first 1,500 or so were sold.

Strangely enough, many of the used Mark II buyers were collectors and as collectors' item demand for the car remains strong today, more than 50 years after the last Mark II rolled off the line.



Period photograph of William Clay Ford, who desperately wanted a successor vehicle to his father's original Continental.

For the 1949 model year, all three divisions of Ford Motor Company unveiled their first post-war product line, with Lincoln discontinuing the Lincoln Continental after six years of production (interrupted by World War II). Following World War II, the Lincoln and Mercury brands had been grouped together within a common division to streamline their operations. While the Lincoln Continental had gone on to build a positive reputation, the Continental was an aging design, as a variant of the 1936 Lincoln-Zephyr.

Following the withdrawal of the 1939-1948 Lincoln Continental, by the early 1950s, interest in a successor vehicle proved sufficient for Ford Motor Company to commence development on a successor. In 1952, the company formed the Special Product

*(Continued on page 13)*



## Mark IIs continued...

(Continued from page 12)

Operations team (later Special Products Division). Led by William Clay Ford, the team consisted of John Reinhart (chief stylist), Gordon Buehrig (chief body engineer; designer of the Cord 810), and Harley Copp (chief engineer).

Initially meeting with rejection from upper Ford management, in 1953, design work was approved to bring a successor to the Continental to production. The same year, the personal luxury segment saw several American-produced vehicles enter production, with the launch of the limited-production Cadillac Eldorado, Buick Skylark, and Oldsmobile Fiesta convertibles by General Motors (concurrent with the launch of the Chevrolet Corvette, as a roadster) and the Packard Caribbean convertible.



John Reinhart, Chief Stylist,  
Special Products Division

sion set out several objectives. In addition to creating a successor to the 1939–1948 Lincoln Continental personal luxury car, the Continental Mark II was also intended to revive the memory of the 1930s coachbuilt Lincoln Model K, among the flagship American automobiles of the time. In April 1955, the Continental Division was created by Ford Motor Company as a stand-alone division to handle the Continental Mark II. While a two-door hardtop would be offered as the debut vehicle, the model range would expand to a retractable-hardtop convertible and a four-door hardtop sedan. While the original Continental coupe sold relatively poorly in contrast to its convertible counterpart, the Special Products Division set out to introduce a full range of body styles (in contrast to the Cadillac Eldorado and Packard Caribbean, sold exclusively as convertibles).

The Continental Mark II made its world debut in October 1955. First unveiled at the 1955 Paris Auto Show, the Mark II debuted in the United States at Ford Motor Company headquarters in Dearborn, Michigan. Intended as a successor to the Lincoln Continental (effectively making its predecessor a Mark I), the \$9,695 Continental Mark II was the most expensive domestic-produced automobile sold in the United States; only one option was offered for the Mark II, with Continental charging \$595 for air conditioning (used through interior-mounted ducts).



Gordon Buehrig  
Chief Body Engineer

While rivaling a Rolls-Royce in price, by the end of the production of the Mark II, Ford Motor Company estimated it lost nearly \$1,000 for every example produced. In 1957, Cadillac entered the Cadillac Eldorado Brougham into production. While a four-door hardtop sedan, the Eldorado Brougham was sized closely to the Mark II, overtaking it as the most expensive American-produced vehicle.

From the beginning, the Continental Mark II was called by the press "The \$10,000 Continental." Never before had there been an assembly line produced American car in that price range, the pricy Continental was built to open up a new luxury car market and steal the U.S. prestige car leadership from Cadillac which had dominated the market since the late thirties. Production was targeted at 2,500 to 4,000 a year. This was a mere drop in the bucket in terms of total Ford Motor Company production (2,200,000 passenger cars in 1955) or even Lincoln production (27,000 that same year), yet the effort to build the Mark II was out of all proportion to the projected volume. It was a \$25 million investment with its own separate Continental Division with 30-year-old William Clay Ford at the head.

The Continental Division was a complete break from Ford tradition. The 1940-41 Lincoln Continental was built within the Lincoln Division and plant. The Mark II had its own styling, and engineering department and nowhere on the car did the name Lincoln appear except on the windshield washer water bottle. The car was developed over a three-year period using stretched 1952-53 Lincolns as engineering bucks and with final styling completely independent of Lincoln. The frame was an entirely new design, but the running gear was shared with Lincoln, but with a much higher degree of precision parts engineering.

The boldest stroke about the Mark II was its marketing which broke new ground for a luxury American automobile. Nobody knew how many people might pay \$10,000 for an American automobile. Market research had concluded that there were 250,000 to 300,000 families in the U.S. who could afford such an automobile. But how many would pony up that kind of money for a car was still a question. In 1953, the highest priced U.S. car was Cadillac's Eldorado convertible at \$7,750 with a mere 532 built. By lowering the price to \$5,738 in 1954 Cadillac was able to build 2,150. In the 1955 banner year for the industry for most makes Cadillac built 3,950 Eldorados. But these were convertibles, and all that the Continental Division would offer was a two-door hardtop.

Continental Division management pinned its hopes on getting initial production into the hands of the right people, movie stars and other entertainers, key politicians, industrialists and known millionaires. It never occurred to them that only a hand-



Harley Copp, Chief Engineer,  
Special Projects Division (to the  
right) showing off an experi-  
mental Ford V8 engine.

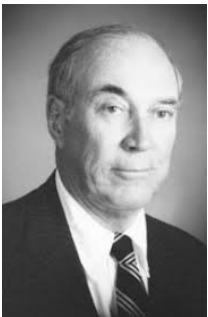
## Mark IIs continued....

(Continued from page 13)

ful of such people would want such an automobile. Most of those "right people" were satisfied with Cadillacs, Imperials, Lincolns and expensive imports, or they were perfectly content owning two Fords or Chevrolets. But the Continental Division was so confident that plenty of such people could be found they built 1,000 Mark IIs by the end of 1955. The introduction was October 21, 1955.

They researched the demand for such a car by interviewing movie stars including John Wayne. (There is no record that the Duke ever bought a Continental Mark II.) They profiled the market to be conservative millionaires, theatrical types, oil tycoons, radio and television commentators, big time restaurateurs, and a few others who would like to be seen in a car that would put them in the Diamond Jim Brady league. They were off the mark on all counts except oil tycoons, and that one came into play in a strange way. Oil rich Native Americans in Oklahoma and the Texas pan-handle flocked to the Mark II like their ancestors with arrows to covered wagons. J.C. Daniels in Pampa, Texas outsold all other Continental dealers in the country, and when these cars were traded in a few years later Daniels started collecting them and became the largest holder of Continental Mark IIs in the world!

Before the Continental Mark II ever got into production Cadillac announced it would build a \$13,000 Eldorado Brougham four-door hardtop for 1957. For the same model year, Cadillac would spiff up the Eldorado convertible and hardtop and raise the price to \$7,300. The Brougham bombed with 400 built, but 2,100 coupes and 1,800 convertibles for 1957 found homes in Beverly Hills and elsewhere at \$7,286 each while Continental Mark II sales fizzled like Fourth of July firecrackers made in Russia. The Cadillac Brougham quickly proved that any American car at \$10,000 or more was destined for oblivion, but if you had more than one body style and could keep a lid on the price at well under the \$10,000 figure you might have a fighting chance at getting the likes of Jack Benny to open up their wallets.



John S. Pillsbury,  
Early Mark II  
owner from  
Minnesota

What well-heeled buyers got in the \$10,000 Continental was only one body style, a two door hardtop with barely enough back seat room for two or three children. Old folks could barely squeeze into the back seat, and according to the late Bob Estes, this is one major factor that killed sales. Another was that the all new and radically styled new 1956 Lincoln came in three body styles and two models at two price levels. Even the 1956 Lincoln convertible cost less than half the price of a 1956 Continental Mark II. John S. Pillsbury, the famous Minnesota millionaire and yachtsman quickly bought a black 1956 Lincoln Capri sedan so his elderly parents could comfortably sit in the back seat.

Of course, Continental buyers also received quality in spades. The car had the finest of trim and a minimum of it, the best imported leather, the richest of deep pile carpeting — even in the trunk, funeral parlor like quiet, the most minute attention to detail possible in a production car, cor-rosion control previously unheard of, a hand rubbed finish, and a power train assembled to the most rigid standards of the day. The quality approached that of a 2010 Toyota, or for that matter a 2010 Ford.

Unfortunately for the Continental Mark II, by 1956 quality had long been established in even the Ford, Chevrolet and Plymouth. The level of mass production quality in All-American cars in the late thirties killed the market for Classic cars. By 1940, Lincoln no longer needed to build the Classic K. Millionaires were buying Lincoln-Zephyrs and Lincoln Continentals. Before Ford built the Mark II, they should have looked into their own history. During the Great Depression, out-of-work Americans were throwing apples and even rocks at Packards and Duesenbergs, so the owners put such cars up on blocks and drove Fords. Expensive cars were no longer benchmarks of enormous wealth. That had not really changed by the mid-50s.

The Continental Division briefly considered building a retractable hardtop. But realizing how few they could sell Ford decided to build retractable Fords instead and recover their investment in retractable top engineering.

They were right. Even millionaires liked the idea of driving around in a retractable car with a Ford nameplate. The Continental Division did toy around with the idea of a standard Continental Mark II convertible, but here again, the cost got in the way. They did build at least one, and William Clay Ford kept it as his wife's personal car for several years. But there was never any serious attempt at a Continental Mark II convertible.



Ernest R. Breech,  
Chairman of the  
Board, Ford Motor  
Company

Ford's chairman of the board Ernest R. Breech made two monumental decisions in his career with Ford. The first was in 1946 when he decided to take E. T. Gregorie's proposal for the 1949 Ford and bump it up to a Mercury and build an all-new 1949 Ford from scratch in just 18 months. This decision ultimately saved the Ford Motor Company after the senior Henry Ford had been throwing monkey wrenches into the machinery for years. His other monumental decision was to listen to dealers who by 1952 were clamoring for the rebirth of the Continental and presented their wishes to the executive committee. But Breech cannot be blamed for the \$10,000 Continental. If he had anything in mind, it might have been a Continental designed and priced closer to the Lincoln. His claim to fame here is that he got the Continental ball rolling again.

J.R. Davis calculated that a reborn Continental should sell in the \$6,500 range, about where the Cadillac Eldorado was selling in the mid-50s. From the Davis Report the Special Products Division, later the Continental Division, was formed in 1952. At

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## *A little more Mark IIs*

*(Continued from page 14)*

its head would be William Clay Ford, youngest of the three Ford brothers. Harley Copp, an impressive young engineer, was put in charge of the project under Earl S. McPherson, an engineer as conservative as his Scottish name. John Reinhart, who worked on the Cord and designed the 1951 Packard, was put in charge of styling. These three capable men put together an impressive team of managers, engineers, stylists, and marketers.

Everybody in top Ford management had their own idea of what the Continental Mark II should be like. To Breech, it would be something futuristic and flashy like the X-100 show car. Henry and Benson Ford saw it as a sports car. William Clay Ford, Harley Copp, and John Reinhart saw it as a descendant of the original Lincoln Continental, yet the styling would have to be very contemporary. All agreed that even at say \$6,500 the car would lose money, at least for the first few years.

The styling objective was either "modern formal" or "modern informal." Four styling teams were assigned to the project. Several of them came up with designs based on the original Lincoln Continental. In the end, the Continental Division's own design team won out with a unique and refreshing "modern formal" design that bore very little resemblance to the original except for the hump on the deck-lid.

How this car got up into the \$10,000 range is a very good question. For one thing, dies for such a low production car get to be very expensive. Another factor was the expense of Harley Copp's radically new cow belly frame in such a low production car. Another was the cost of detail. The hood ornament alone cost as much as the whole grille on a Ford. The devil was really in the details on this project. Who really needed chrome plated door jambs or jewel like instrumentation or wheel covers that approached the price of a purchase from Tiffany's. And so on it went. They even decided to build a new plant to produce the car.

Before long it was very evident that the car would retail for far more than the price originally envisioned by Breech or set down in the Davis Report. To minimize the cost only one body style could be built, a two-door hardtop and even then the price would have to be boosted up to around \$10,000. Well, why not just round it off to \$10,000. Now the slide rule boys had to convince themselves that they could sell at least 1,600 of these cars a year. To make sure they did Henry Ford II put a smart young executive named Ben Mills directly under Bill Ford.

Things started off according to plan. Within a few months, some 1,200-1,500 Mark IIs were sold. Then the demand fell right off the charts. Dealers tried everything to sell the cars including making drastic discounts which did not sit well with the celebrity types who had paid \$10,000. Meanwhile, stylists were feverishly at work on a four-door Berline for 1958 that would give a sedan option.

The 1957 models incorporated all of the 1957 Lincoln mechanical improvements which included increased horse-

power and an improved automatic transmission. But the handwriting was on the wall. While 1,251 units were built in 1955 as 1956 models and 1,307 more were built in 1956 as 1956 models only 442 were built for 1957. That only adds up to 3,000, but Bob Davis had claimed that 3,015 were built before Mark II production was discontinued midyear 1957.

Many reasons were given for abandoning the project. The main one seems to be that Ford went public with their stock in 1956 and management felt they had to show a profit with every division. The Continental Division was a dismal failure from a profit standpoint. Key personnel with the Continental Division, such as John Reinhart and Bob Thomas, felt that the division did not have to turn a profit. The car was a prestige leader for the Ford Motor Company. General Motors built the Corvette at a calculated loss for years.



William Clay Ford and his personal Mark II

The Continental Division was folded into the Lincoln Division. For the years 1958-60, the Continental was continued as the Continental Mark III, Mark IV, and Mark V. It was a glorified version of the 1958-60 Lincoln, and the price did not exceed \$6,500 even for the convertible in 1958. Sales were better than 1956-57 but not a lot. With the introduction of the downsized 1961 Lincoln Continental, all hope of a Mark series vanished until 1968 when an entirely different philosophy — a Mark series derived from a Thunderbird.

As used cars, Continental Mark IIs did not sell very well at first. But when the prices got down under \$5,000 or about in the range of new Lincoln dealers began to find buyers. They were a special kind of buyers. They were car collectors. The Continental Mark II, a qualified failure as a new car, was a big hit with car collectors and has remained so for decades. Now there are less than 2,000 left, and many of these are not in very good condition. What we are beginning to see at our National Meets is the revenge of the Continental Mark II. It is starting to come out to our shows in impressive numbers because there was a market for the car after all — and it is right here in our Lincoln and Continental Owners Club.



## Winter Driving in my First Car....A Toyota

As related to us by Greg Gjerdingen....



Greg's Toyota.. Oh what a feeling!

I had my license for almost a year, and I was working at Tom Thumb convenience store on new year's eve — with 1982 less than two hours away. It had been snowing all evening, with six to seven inches of snow on the ground, and still coming down fast. I worked late, 10 or 11

p.m. My 1969 Toyota Corolla needed gas, and I went to the gas station across the street from the store. I started the car up and depressed the clutch and was greeted with a loud TWANN-NGGGG! It was not hard to figure out the clutch cable had snapped, since pushing the clutch no longer did anything.

I only lived nine blocks away, but friends and relatives were back at the house for a New Year gathering, and I wanted to join. I was determined to get myself and the car back home. The only gear that I could get the car into was reverse.

Still snowing like crazy, the roads were empty and unplowed because it was close to new year's midnight. I took off backward down the street. Now the heating system apparently was not designed for Minnesota winters; the defroster could barely keep the windshield clear with the highest heat and fan settings. The back window was impossible to see through, snow piling up on the outside and condensation on the inside. I opened the driver's door and tried to guide the Toyota home. Reverse progress was tedious, and the rear-wheel-drive Corolla was kicking snow in my face.

I stopped and rethought the situation. I was unable to put the car in gear while it was running... I turned the car off and started the car in first gear. Wow, much better forward motion, first gear still kind of slow for an anxious teenager. I eased up on the gas and shifted into second without the clutch. Progress, yeah!

Getting close to home, it was time to make some turns. Understeer, I discovered, is a big issue for a rear-wheel-drive car with no clutch and brakes that only stop the front wheels. I glided through the first couple of turns, now coming up to the house. The driveway is a typical right angle off the street but at a pretty good incline. I needed enough momentum to get up the hill but not so much to launch into the neighbors' floor-to-ceiling picture window. Turns out I had no problem with either. The downward slope of the street, slippery snow and constantly powered rear wheels meant the car literally slid right past our house.

Oh well, I was pretty patient for a teenager, I just drove around the block, no problem. First two corners were fine. The third was a "T" intersection and did not go well. The Corolla exploded through the accumulated snow on the boulevard instead of around the corner. It was quite dramatic, so I got out and inspected the damage. Cool, no trees no damage, although

there was a lot of snow accumulated on the edge of the road that year, it was still early in the season, so the snow was relatively soft.

Now to get the car out of this mess, the Corolla's poor snowbility had made me an expert rocker. That ability was stymied without the clutch. Using the slick, snow-covered roads to my advantage, I started the car in reverse, and the car moved back until the front wheels hit that hard lower edge of the plowed, packed snow mixed with salt and sand. So close.... I could ease up on the gas and roll a bit forward, then punch the gas again and it would just about make it over, and then the rear wheels would lose traction and slide forward again.

All it needs is a little push. (insert light bulb here, probably a 2 watt incandescent, a fluorescent or LED would be way too bright) I started the car in reverse again, got out and went to the front of the car and pushed. Almost, almost, almost, a few times and then with a burst of energy shoved it over the edge. Woohoo! The car is out! Then I watched as the car backed away from me. Shoot, I ran after the car and reached the bumper guards and grabbed them. YES! Nice, but now the car just kept on going gaining momentum pulling me along dragging my feet in a scene that could have been an inspiration for another idiotic Jackass episode, "Driverless reverse snow car skiing" It did not last long though. The Toyota crunched to a halt, and I slid over the hood up to the windshield.

The combination of harder packed snow and lower speed ramped the underside of the trunk to the top of the boulevard snow ridge. Surprisingly, I was unharmed, and even more amazingly, the car seemed undamaged hitting the mound of snow in between a tree and telephone pole. The Corolla was still smoothly idling along. It could keep running without the clutch, because even with the suspension completely extended, the rear wheels were both spinning uninhibited six inches off the ground.

Feeling somewhat defeated and more than a little stupid, I walked the block back to the house. I greeted the New Year celebrants and simply explained that my car was stuck and I needed a shovel. Some people offered to assist, but I refused, I did not have the energy to explain everything that happened. I walked back to the car and shoveled the snow out from under the car, and the rear wheels eventually were back on the ground. That was not enough though; much more snow had to come out for the wheels to get enough traction to extricate the Corolla from the great white menace. I do not remember how, but once the car was free, I was able to get the Toyota into the driveway. There was no way I was going to begin the New Year digging that car out of the snow after it had been buried by a snowplow. Toyota — OH what a feeling!

*Editor's note... Our thanks to Greg Gjerdingen for sending us this well crafted and enjoyable story. Put your creative hats on and send in an article for our newsletter today. You can spend your time more constructively than watching reruns of Law and Order on one of the cable channels.*



# *Preview of Coming Events*

- March      **Sunday Brunch** at Jax's Café, Minneapolis, **Sunday March 24**, at **10:30 AM**  
1928 University Avenue NE, Minneapolis, MN. Note the early time.....
- April      **Sunday Brunch, April 28**, 2019 at the Holman's Table Restaurant , 644 Bayfield St, St Paul, 11:30 AM
- May      11th Annual **Memorial Weekend Lincoln Car show**, Bloomington Lincoln  
**Saturday, May 25**, 2019, 10 AM to 2 PM  
**Lincoln car display, Saturday, May 18**, 11:30 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg,  
at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. More next month.
- June      **Saturday, June 29th**, 10:00 AM – 2:00 PM North Star Region, 17th Annual **Classic Lincoln Out State Car Show** at the John McDowall's car collection



## **For Sale**

### **1990 Mark VII Bill Blass**

Good condition, runs and drives great. 47K miles \$5,000 — Call Clarence Stender, 952.467.2883 or Cell 612.247.4828



## **For Sale**

**1967 Continental Convertible** Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top

mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet.

**\$39,000 Call Jon Cumpton at 612-859-1483.**

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## North Star Activities



**Join us for brunch on *March 24, 2019, 10:30 AM* at Jax Café, 1928 University Avenue NE, Minneapolis, MN**

Today, the rich history of Jax Cafe has served the families of North-east Minneapolis faithfully for 75 years. Bill Kozlak, Jr. follows in his father and grandfather's footsteps by preserving the rich tradition of Jax Cafe while continuing the promise of uncompromised service. Known for a warm welcome and traditional atmosphere, Jax Cafe serves only the finest menu of premium cuts and fresh seafood

flown in from all over the world.

**See you there on March 24, 10:30 AM for the best brunch in town!**

Please RSVP to Jay White by Thursday, March 20, 2019, at 612-599-6219 or email [jay@jwhiteandassoc.com](mailto:jay@jwhiteandassoc.com) if you plan on attending.



**No Fooling... It is a brand new location for an North Star Sunday Brunch.**

**Sunday, April 28, 2019 at 11:30 a.m.**

Come join us at Holman's Table, 644 Bayfield Street, St. Paul. At Holman's field, St. Paul's downtown airport for a unique dining experience. Not a traditional buffet, Holman's has an extensive menu of absolutely delicious dishes available to satisfy even the most eager North Star eater. We have not been there before, so let us give them a try. They have good recommendations by several on line reviewers commenting favorably on both service and the quality of their cooking. Let us get together, have a good meal, a nice visit and say hello to May.

RSVP to Bob Johnson, 651-257-1715, email: [arborbob41@aol.com](mailto:arborbob41@aol.com) by April 24.

## Coming this May

**Lincoln car display, Saturday, May 18, 11:30 AM to 3 PM**, hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. Friends, Food, Fun and Lincolns. All the details next month.

Come on down to our **Eleventh Annual Memorial weekend Lincoln car show**, held once again at Bloomington Lincoln. **Saturday, May 25, 2019** 10 a.m. to 2 p.m. There will be a nice collection of beautiful Lincolns, new and old, the best of friends to visit with, good food served up by Bloomington Lincoln and some neat door prizes. See you there on May 25.