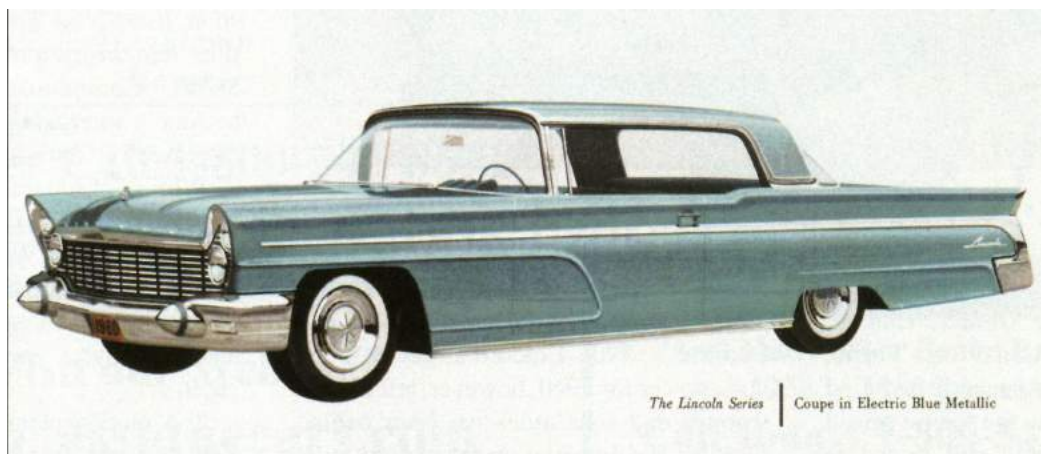


## The 1958 - 1960 Lincolns, Interesting Automobiles



The Lincoln Series | Coupe in Electric Blue Metallic

### A totally different Lincoln from the ones who came before it.

Experiencing a shortage of articles from our members, we went back into the archives of Continental Comments for an interesting article; which you might enjoy. Lincoln models 1958 through 1960 were both interesting from a mechanical and stylistic standpoint. A lot of folks were not quite sure if the new look of these models was something that they would really like over a period of time. Compared to the 1956 and 1957 models, they really were quite different. Boxier and somewhat larger by most measurements. Now some 60 years later, they are sort of coming into their own. Nice examples will bring a lot of money today, especially if they are convertibles. We have several of these models owned by North Star club members, and they do speak quite highly of them.

This article was written by Tim Howley and appeared in the July August 2002 issue of Continental Comments. It is an interesting story, and it looks at these models in a fairly object fashion. We hope you enjoy reading it.

The late Fifties is a fascinating era in automobile styling. It produced the ultimate in baroque automobile architecture, especially in the biggest American cars. We think of the 1959 Cadillac and 1957-59 Imperial as being the most interesting examples. But when you set them alongside the 1958 Lincoln, and to a degree the 1959 and 1960 versions, they don't even begin to compare in terms of uniqueness of design. The 1958 Lincoln has been called the "Slant-eyed Oriental Monster," the "Pink Pagoda Lincoln," a Brontosaurus" by the late Alex Tremulis, "Cleopatra's barge," and even worse.

What makes this car so unique and collectible today is that it is the largest unitized car ever built, and it is totally novel in almost every other respect. Coming right after the beautiful 1956 Lincoln Premiere and the classic 1956-57 Continental, the 1958 Lincoln is a "puzzlement," as Yul Brynner used to say. To understand this docile dragon, you have to understand how the Ford Motor Company was thinking in its highest ivory towers at that time.

In 1955, there was a popular belief in Detroit that unitized was the wave of the future. Unitized construction was nothing new in America. The Chrysler-Airflow and the Lincoln-Zephyr

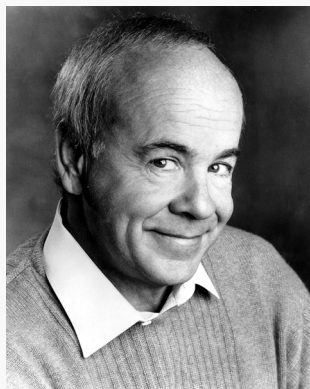
(Continued on page 4)

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 Issue Contains

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## Trivia from the Internet



*Tim Conway  
America's Funnyman*

**Thomas Daniel "Tim" Conway** (December 15, 1933 – May 14, 2019) was an American comedic actor, writer, and director. He portrayed the inept Ensign Parker in the 1960s *World War II* situation comedy *McHale's Navy*, was a regular cast member on the 1970s variety and sketch comedy program *The Carol Burnett Show*, co-starred with Don Knotts in several films in the late 1970s and early 1980s. Conway was born in Willoughby, Ohio, a suburb of Cleveland, and grew up in nearby Chagrin Falls. He was of Irish descent on his father's side and Romanian on his mother's.

Conway attended Bowling Green State Univer-

(Continued on page 3)

## Editors Message

June 2019

Gentle Readers.... In some ways, I am glad that May is over. Weather wise, how much worse can it get. Few days this past month were above average, much of our beloved state had snow, and more than just a light dusting. The rest of us had to contend with wind, cold, and rain. For a while, I even thought we might get a visit from the four horsemen.

It is Memorial Day, and we had rain all day. Even Sweet Olga didn't want to go outside to do the kind of things that dogs must do on occasion during the course of a day. I have a large umbrella, so I didn't too wet, but Olga came back in with me smelling like a wet dog.

We had two very fine days this past weekend. Saturday was our annual North Star car show. It was held at Bloomington Lincoln, and the kind folks there just went way out to welcome us there. They cooked up a nice lunch; which included hamburgers and hot dogs. The burgers were grilled to perfection and were the very best. Our host, Ryan Benning really did his best, and we all thank Bloomington Lincoln for their fine hospitality. Ryan's family stopped by to look at the older Lincolns, and his two daughters were somewhat taken with Olga. Olga loves car shows as she gets to meet some of the very best people who keep telling her what a nice girl she is. We had several new folks show up, and we also had a few new Lincolns make the show. Lots of people had fun visiting with one another. The best part of our club is the socialization that we have with our members. There were a number of visitors that just came by to check out the great looking cars. We had a nice selection from the various decades. And we even had a return visitor from last year, who was driving a very neat 1940 maroon Ford coupe. Such a sweet car.

Earlier in May, I was invited down to Bloomington Lincoln to check out the new Aviator. They had one on display for one day. This should be a great car for Lincoln. It is sized in between the MKX/Nautilus and the Navigator. This most likely to become Lin-

coln's best-seller. It is a beautifully appointed car and is available with a lot of new features that most people want. If you like the looks of the MKX/Nautilus and the Navigator, you surely will love the Aviator; it is the right size for a large majority of buyers. Lincoln really does make some fine cars; the trick is how do



Sweet Olga is checking out 66 years of Continental Comments, a complete collection from the very first issue to the most current ones. Olga and her dad traveled down to Ames, Iowa this past Sunday to pick them up from George Darnell. They will eventually find their way to Jeff Shively, Editor of Continental Comments, for use as historical source documents.

you get people to come to the dealership for a test drive and price one out. Lincoln is a good old American brand, and we should support our American car companies when we can. Lincoln has always been for "Those who take the road less traveled," and sometimes that is a good road to travel. You could be in good company.

With that in mind, we would like to suggest that if you are in need of a new Lincoln, please consider stopping by Lincoln of Bloomington. Our friend, Ryan Benning, will do his very best to help you pick out the right model that best

suits your needs. They are real car people and like to do the best they can to make sure their customers are well cared for.

Bob Johnson and I are really excited. We picked up four new members in May. This is great news for the club. All interesting folks and we look forward to learning more about them in an upcoming Welcome Wagon feature article. One new member is a young fellow from the St. Cloud area; who came down to our Blooming Lincoln show with his 2005 Lincoln LS. It sports a black finish that is virtually perfect. The car looks as though it was just delivered by the dealer. I don't remember seeing an LS in that good condition. And it runs as well as it looks. In a competitive Lincoln show, it should do very well. We are all going to do our best to bring in some new members this month, and help grow the Lincoln and Continental Owners Club a little. It is a little like the "Field of Dreams," if we build it, they will come. Only with the Lincoln Club... If we have fun, they will come. Lets try it and see what happens.

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

*Directors Message by Bob Johnson**June 2019**(Continued from page 2)*

sity in Bowling Green, Ohio, where he majored in television and radio and was a disc jockey and member of the Phi Delta Theta Fraternity. When he graduated, Conway enlisted in the United States Army, where he served between 1956-1958.

After his discharge from the Army, Conway returned to Cleveland and worked with Ernie Anderson on KYW-TV, an NBC affiliate, in 1958 and 1959. From 1960 to 1962, he was on WJW-TV (then a CBS affiliate, now a Fox affiliate) on a weekday morning film show. WJW dismissed Conway in 1962, in part because he (and Anderson) misled station management into thinking he had experience as a director. Because of this move, which deprived Anderson of his co-host and comic foil, the station asked Anderson if he could host a B-grade (and lower) horror film show Friday nights instead. Conway continued to make many appearances alongside Anderson's alter ego Ghoulardi.

After he became famous, Conway resurfaced periodically on Cleveland television on the *Hoolihan*, and *Big Chuck* and *Big Chuck* and *Lil' John* shows on WJW-TV, in guest spots and occasional skits.

Comedic actress Rose Marie visited WJW in 1961, as part of CBS's pro-

*(Continued on page 5)*

On Thursday, May 16, it was finally warm enough to put the top down on our Mark VII and try to enjoy a cool spring ride. On the same day after checking the weather it was decided to cancel our Saturday, May 19, event at Jeff Eisenberg's facility and the ART A WHIRL, on Central Avenue. I believe we made the right choice as we had over 3 inches of rain over the weekend.

I hope you were able to attend our 11th Annual Memorial Day weekend Lincoln car show at Lincoln of Bloomington, in Bloomington, Minnesota, Saturday, May

25. We, the members of the North Star region must show appreciation to these Lincoln dealers and salespersons who take the time to host us for a car show. Hopefully, it is a win-win for both the Lincoln dealer and our North Star region. A lot of time and effort goes into these car shows so when you are at these Lincoln dealers, please take the time to thank them for their efforts.

June and July will be very busy months for car events: starting with the 40th Annual ALL FORD Picnic on June 2, then the MSRA 46th annual "Back to the 50s June 21 - 23. July will feature the LCOC Western National meet, July 10-13 and we will have the Maple Grove Days Car Show, Saturday, July 13.

For August, we are adding a Sunday Brunch at Dangerfield's Restaurant in Shakopee Sunday, August 25 at 11:30 p.m. so we can enjoy this fine establishment during the summer when all our members can attend, and we will also have the sixth Annual Lincoln Homecoming, August 7-12, in Kalamazoo, Michigan.

Registration for this year's Lincoln meets has been painfully slow. If you plan on attending any of these meets, please register as soon as possible to make sure that there will be adequate rooms and food services available for those who come. Waiting till the last minute really creates a hardship on those nice Lincoln club folks who are working overtime to make sure that the "show" goes on and is a great experience for all who attend. LCOC endorsed activities/meets for this year include LCOC Western National Meet, July 10-13, 2019, Grand Junction, Colorado; LMCM Sixth Annual Lincoln Homecoming, August 7-12, Hickory Corners, Michigan; and LCOC Eastern National meet, September 19-22, 2019, Dutchess County, New York.

I have many copies of our Comments magazines for you to hand out when recruiting persons to join LCOC. Please call me, and I will send magazines to you. AGAIN \*\* **"Only you can do it"; Fellowship Plus Friends Equal Fun in the LCOC! WE NEED YOU TO RECRUIT ONE NEW MEMBER IN 2019! How simple can it be, again, it is up to you? Can you recruit just one member for LCOC in 2019?** We can have real success with individual personal effort. Every member—not just your region's/ Membership Chairperson—is a recruiter for our national club and your region/chapter. When you talk to someone at a local car show, someone you see with an antique Lincoln in a parking lot or at the gas station, or even a neighbor or friend at work who's interested in old cars, talk to them about the LCOC and our North Star Region and ask them to join our club. We have room for everyone who loves Lincoln vehicles.

Speaking of "EFFORT," we need you our members to do your part and write or update a Pride and Joy article about your car. Do you enjoy reading about other members' Lincolns? If so, please take the time and write about your car, that is what makes our newsletter so interesting. This is your Region, please help us out and do your part. Dave desperately needs car articles from you.

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
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
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

## 58 - 60 Lincolns continued...

(Continued from page 1)

in the '30s were, in a sense, unitized. Actually, they were of a cage or "monocoque" construction with body frames welded to the chassis. The '40s Nash and 1948 Hudson were built along with the same engineering principles. When Lincoln broke ground for its new Wixom plant 15 miles northwest of Dearborn in 1955, they decided it was time to build Lincolns a new way, completely unitized. It was also decided the new four passenger Thunderbird, also to be unitized, would be built in the same plant. Nobody had ever built a car as large as a Lincoln with unitized construction before. Even the Thunderbird would be something of an experiment.

At the time, Ben Mills was the head of the Lincoln Division and Earle S. MacPherson was the corporate head of Ford engineering. They both had unitized construction foremost in their minds. Harley Copp was the chief engineer of the Continental Division; which had developed the highly advanced perimeter frame for the 1956 Continental Mark II. He understood the potential problems with unitized construction in very large cars. First, he had concerns about the problems of noise vibrations. Copp knew that with a separate frame and body, it was not too difficult to isolate the road shock and sounds from the passenger compartment. He also knew that while unitized construction was being done effectively with a number of small European makes, there might be serious structural problems building very large unitized cars.

Anyway, Copp and other senior engineers in his department were overridden by Henry Ford II, Ernie Breech, Ben Mills, Robert McNamara, and Earle MacPherson. Their decision, however, opposed by

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The all new unitized body

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motional practice of sending their major show stars directly to local affiliates: in this case, it was for *The Dick Van Dyke Show*. She viewed tapes of some of Anderson and Conway's skits and proceeded to take Conway under her wing. Following his departure from WJW, Conway moved to New York City; where, with Rose Marie's assistance, he auditioned for and gained a spot on, ABC's *The Steve Allen Show* as a regular player. Conway (who by this point had officially changed his first name to Tim) continued on the show through its entire run.

In 1970, *The Tim Conway Show* paired Conway with Joe Flynn of *McHale's Navy* in a sitcom as owner-pilots of a one-plane (a Beechcraft Model 18 named *Lucky Linda*) airline operated by the pair. Having "nowhere to run," this pressurized situation was ideal for the fast repartee of the lead actors. It debuted in January 1970 and the last new show aired in June 1970. In the fall of the same year, Conway was given his own hour-long variety show, *The Tim Conway Comedy Hour*, which, as his other series had, folded

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## Northstar Monthly Board Meeting Minutes

May 2, 2019

### BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Matt Foley, Larry Sasse, Bill Holaday, and Roger Wothe. Tom Brace was absent. Other Region members present were Mary Johnson, Jeff Eisenberg, and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed the Regional activities for May. The UMR-CCCA and Lincoln Club garage tour was canceled because of the prediction of bad weather and will be rescheduled. He passed out copies of *Continental Comments* to be forwarded to potential members. Bob also reviewed the 2019 National L.C.O.C. activities: LCOC Western National Meet will be July 10-13 at Grand Junction Co., **No Mid America National Meet**, LMCM Sixth Annual Lincoln Homecoming Meet will be August 7-12 at Hickory Corners, Michigan, LCOC Eastern National Meet will be September 19-22 at Dutchess County, New York, and the 2020 Grand National Meet next year at Hickory Corners, Michigan and it will be the only LCOC Meet for the year.

Treasurer Matt Foley reported the treasury balance to be \$4,992.32 with all bills paid and 117 renewed members paid.

Membership and Publications Director Dave Gustafson said he needed more "My Pride and Joy" articles and asked whether or not a 2019 Region Directory should be published.

Activities Director Jay White has prepared calling sheets for several members to call other members and potential members to inform them of upcoming events. Jeff Eisenberg is prepared for members and their Lincolns at Libson Twin City Auto Saturday, May 18, from 11:30 a.m. to 3 p.m. to attend the Central Avenue Art-A-Whirl open studio tour. Please RSVP to Jay or Jeff.

There being no further business, the meeting was adjourned at 8 p.m. The next meeting will be at 6:30 p.m. at Bloomington Lincoln June 6, 2019.

Respectfully submitted by Secretary Roger Wothe

### 40th Annual ALL FORD Picnic and No-Trophy Car Show

**Sunday, June 2, 2019 9 a.m. to 3 p.m. Rain or Shine**  
Dunwoody College of Technology, 818 Dunwoody Blvd, Minneapolis  
Show Car Registration \$5, Swap Space Free, Spectators Free  
Bring your favorite Ford, Mercury or Lincoln

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quickly, lasting only 13 weeks. Typical of his self-effacing humor, he ordered his car's license plate to reflect the short duration of the series: "13 WKS."

Beginning in 1975, Conway was often paired with Don Knotts in family films from Disney, including *The Apple Dumpling Gang* and its 1979 sequel, *The Apple Dumpling Gang Rides Again*.

Starting with the 1975-76 season, Conway became a regular on *The Carol Burnett Show*, after having been a frequent guest for the show's first eight seasons. Conway's work on the show earned him four Emmy Awards: one for writing and three for performance, one of which was before he became a regular. Two of Conway's memorable characters on the *Burnett Show* were:

*The Oldest Man*, whose shaggy white hair, slow speech, and shuffling gait ran counter to the much-needed energy levels of the various occupations in which he was usually found. His comic inability to get said jobs done — usually with slapstick results to himself and, with many an ad-lib — both frustrated and 'broke up' his fellow sketch performers.

(Continued on page 7)

## One Sweet 1948 Custom Continental



1948 Custom Continental formerly owned by Bob Dennis of Walker, Minnesota

Once more, we are reaching back into the past issues of Continental Comments for this wonderful story of how one person's dream was realized. Bob Dennis, member emeritus of Walker, Minnesota relates to us his story about how his custom 1948 Lincoln Continental Coupe was created, the best of the old and the best of the new, all in one package. This story, originally authored by Tim Howley, appeared in the September-October issue of Continental Comments. Bob sold this car several years ago, and it is now with new owners, who, I am sure appreciate all the love and attention that went into its creation. It is truly one of a kind. Here is the story in Bob's words.

I purchased this car in January 1995 at an Internal Revenue Sale. The guy owed the government a quarter of a million dollars. We heard about it and went down and looked at it in Fargo, North Dakota. The auction was held at Elk River, Minnesota. There were guns, boats, and miscellaneous items, in addition to the car. This was a totally original car in need of restoration. Almost everything was there.

The engine was not the original V-12. It was a non-running flathead Ford or Mercury V-8. The car didn't have any rust, dents, or scratches on it. The car was all there with skirts, spare tire cover, and ring along with the spare tire hub cap. The taillight lenses were perfect, as was the Cobra lamp for the license plate. This was a North Dakota car. It went from Illinois to California and then to North Dakota. It had a California title when we bought the car. I had seriously considered restoring the car back to its original condition. But since it did not have the original V-12 engine, I decided I would do a total restoration on the body and return it to its original beauty. But the engine would be a modern Lincoln engine. That set the theme for the entire project. It is a 1948 Lincoln Continental with a

Mark VIII engine and transmission, steering wheel, instrument cluster, information center, shifter and window controls. The ideas are mine. The car was done at my son's restoration shop in Walker, Minnesota. It took seven years to build this car. It seemed like all we did in those years was write checks to the restoration shop! But the out-come of the project was, in our opinion, worth it.

The history of this car is very interesting. From 1949 to 1956, my father worked at Aurora Lincoln-Mercury in Aurora, Illinois. He was service manager and parts man. I worked there in the summer of 1950 in the parts room as a high school kid.

When I bought the car in 1995, I heard I could get a build sheet. Guess what? This car was sold out of Aurora Lincoln-Mercury in February 1948. So we may have seen this car there. Lincoln Continentals from 1940 to 1948 have been a favorite of mine since those days.



Installed is a Mark VIII engine, along with a Mark VIII drive train. Suspension is from a Mustang II. A very drivable Continental, in all respects.

We have a brand-new 1994 Mark VIII engine and a brand-new Mark VIII transmission. We have a brand-new Mercury Marquis 3.08:1 rear end. We have a new Mustang II independent suspension designed, ordered, and built for the weight of a Lincoln. We have Pontiac Bonneville front bucket seats. We put the instrument cluster from the Mark VIII in the car. The car has air conditioning, electric windows and seats, and cruise control. The two tail lights and Cobra light are equipped to be working stop lights.

The color is Dark Cherry Metallic. The interior is mauve and Burgundy in all leather. I just liked these colors and thought they were a nice contrast to the exterior color. When I asked the guy to do the interior doors, I

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Mr. Tudball, a businessman whose intentions of running a 'ship-shape' office were usually sunk by the bored indifference of his secretary, Mrs. Wiggins (Burnett). Although the character was widely thought to be Swedish, Conway used a Romanian accent learned from his mother. For example, his attempts to pronounce his secretary's name came out as "Mrs. Ah-huh-wiggins." He also used this accent for other characters, such as an inept dentist.

Another skit, also without a word from Conway, featured him playing Simba, a lion raised by humans then released to the wild (based on the lioness Elsa in the film *Born Free*). Conway told of the upcoming eviction from the comfortable home, caused Burnett and Harvey Korman to break up with an interminable process of packing to leave.



A well-known outtake from the Carol Burnett Show is from the recur-

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## One Nice Custom Continental

(Continued from page 6)

said, let's do something a little different. He had the car in his upholstery shop in Brainerd, Minnesota. He decided to replicate the design of the rear seat armrests and put them on the front doors. The car has electric hood openers, door openers, and trunk openers. The buttons on top of the dash are from a Mark VIII information panel. I came up with the idea of the stainless steel door sill plates. All of the woodwork in the console and on the dash was done by Kurt Fisher in Walker, Minnesota, who worked for our son's restoration shop.



Custom interior features bucket seating from a Pontiac Bonneville. They look and feel great.

We had to do a little bit of redesigning the cover of the engine, shortening the front. We had to make a custom radiator. The car looks like a regular 1948 Lincoln Continental Coupe from the exterior, except for the wheels. The wheels are custom wheels out of Oklahoma City. There are three wipers to clean all of the windshield. The original wipers did not clean the whole windshield. Three wipers do.



The interior is designed for ease of operation and maximum creature comfort.

The car is fun to drive. It always gets a lot of comments and thumbs-up when we

have it on the road. Our first show for the car was the Ford Centennial and LCOC 50th Anniversary Meet in Dearborn, Michigan in 2003. We trailered the car from Walker to Dearborn. In September 2003, we drove the car to the Eastern National Meet in Hickory, North Carolina. In Dearborn, one of the windshield wiper blades fell off, and the electric seats wouldn't work. We got a second place award. At Hickory, we won a first in Primary Class, Best Modified Custom, and longest drive for a V-8 to a National Meet. The car ran flawlessly on the round trip to Hickory, and to our son's home in North Carolina, and then back to Walker, Minnesota. We averaged about 24 mpg with the overdrive transmission and the Mark VIII engine.



Another view of the custom interior, incorporating instruments and steering wheel from a Mark VIII. Clock is from a 1948 Continental.

We have put about 4,000 miles on the car since we have taken it out of the restoration shop. It has been in a few shows and a couple of parades. It always gets attention. However, most people don't know what kind of a car it is. At "Back to the 50s," while we were driving north on Snelling Avenue in St. Paul, a lady in a new Town Car asked, "Is that a Packard?"

The Lincoln Continental Coupe keeps our 1963 Thunderbird Landau and our 1966 Lincoln Continental convertible company as the "Ruby Jewel" of our Ford product antique cars. It is truly a one of a kind 1948 Lincoln Continental with Mark VIII power and controls. It is a classic beauty with modern comfort and drivability.

Editors note...I hope that you have enjoyed this brief journey back into the past to see what a little imagination and some hard work can do to a Lincoln that otherwise may have been consigned to the scrap heap. A great story with a nice ending for one sweet car.

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ring "The Family" sketch, with Conway (as Mickey Hart) telling a mostly ad-libbed story about a circus elephant. As the story continues, the other cast members become increasingly unable to stay in character, leading up to Vicki Lawrence (in-character as Mama) finally asking, "You sure that little asshole's through?" resulting in all the cast members, including Conway, finally breaking up in gales of laughter.

Conway remained a regular cast member of *The Carol Burnett Show* until the program's run ended, in 1978.

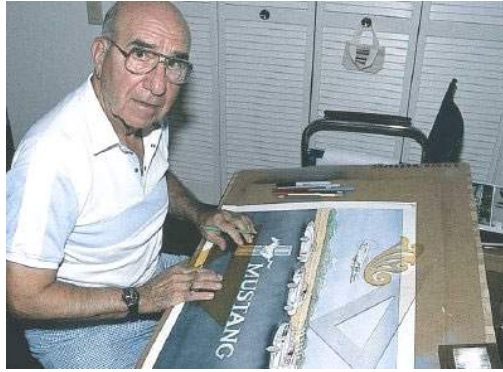
In 1980, Conway again was given his own one-hour variety program, titled *The Tim Conway Show* (the title that was previously used for his 1970 sitcom). It aired on CBS, as his previous shows had, and debuted March 22, 1980. It was originally a full hour but was reduced to a half-hour in summer 1980. It lasted longer than any of his earlier self-titled series, ending in August 1981. The format was similar to that of *The Carol Burnett Show*, with several regular cast members performing in comedy sketches, interspersed with the occasional musical performance by a guest musician. Former *Burnett* cast member Harvey Korman also became a *Tim*

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## Late 50s Lincolns continued

(Continued from page 4)

the engineers, did have an element of logic. It permitted overall height well below the five foot mark, and this was accomplished without materially affecting the interior room. The trade-off was the weight which came close to 5,000 pounds, over 5,000 pounds in the convertible loaded. The weight was the result of extra body stiffening and extra sound deadening materials required in such a large unitized automobile. The new Lincoln turned out to be the longest and the heaviest built to date since World War II, 4,927 lbs. in the convertible, 131" wheelbase and 229" overall. But it was not the largest car ever built, or even the largest Lincoln. Many of the great Classics of the '30s, including Lincoln, were much longer. In fact, many of the Lincolns, Cadillacs, Oldsmobiles, Buicks, and Imperials of the early '70s were longer.



John Najjar was the stylist in charge of the Continental project. Najjar went on to do much of the design work for the 1964 mid-year Mustang.

The stylist in charge of the project was John Najjar; who had been in Ford styling since 1936. Najjar was told explicitly by Ben Mills that the objective was to beat Cadillac. The new unitized type of construction dictated a new direction in big car styling. The interior dimensions had to exceed those of Cadillac. Later, so did the exterior dimensions. The new Lincoln could in no way look like a concession to the finny Cadillac with round surfaces and chrome laid on with a trowel. Nor could it follow the Chrysler wedge shape. Management said that the new Lincoln had to exude "fresh individuality," whatever that meant. The car was essentially a cube, and Najjar filled out the cube so completely that the driver could easily see all four corners of

the car.

The original inspiration for the 1958 Lincoln was a quarter-size, remote controlled model called "La Tosca," created by Alex Tremulis, head of Ford Advanced Design. Its canted blades formed a fender peak running the entire length of the car; its wild rear end theme was the beginnings of the 1958 Lincoln. (It is kind of amusing that Tremulis considered the 1958 Lincoln "just about the ugliest car ever built.") The scalloped front fender of a show car seen in London and Paris inspired the unusual front fender well treatment.



Alex Tremulis, head of Ford Advanced Design, created "La Tosca"

The reverse backlight from the Mercury Turnpike Cruiser was adopted for the Continental Mark III version. Three full-size clay models were created with a different design proposal on each side of the models. The Continental Mark III was to have been a separate program. In fact, John Reinhart designed a separate Mark Berline. In the end, the Continental Division was disbanded, and the Continental became a full-dress version of the Lincoln body. Reinhart tried to put a Continental kit on the rear, but it never worked. The proportions were all wrong. At first, the wheelbase was set at 126-128," close to 1956. But soon it grew to 131" to outdistance Cadillac. The main challenge was how to make an all-new Lincoln in an all-new plant with all new people on a record wheelbase for a unitized car --and in record time. The roof added much needed stiffness and support. The convertible without a roof was a monumental problem. Obviously, the strength had to come from underneath; this created near insurmountable engineering problems as Harley Copp had earlier feared. The more reinforcements they put under the car, the more the weight shot up. While prototypes of the Thunderbird, devel-

(Continued on page 9)



(Continued from page 8)

Conway Show regular in late 1980, after having earlier made guest appearances on the show, as had Carol Burnett and Vicki Lawrence.

Conway made many guest appearances and other roles in television.

He has lent his voice to other TV shows including *The Simpsons*, Disney spin-off *Hercules*, *Lloyd in Space*, *The Wild Thornberys*, *Cybill*, *What's New, Scooby-Doo?*, *The Proud Family*, *Scooby-Doo! Pirates Ahoy!*, *Caillou*, and *What's with Andy?* He also narrated *The Secret Shortcut* in *Reading Rainbow* and hosted *The Flintstones' 25th Anniversary Celebration*.

In 2002, Conway was inducted into the Television Hall of Fame.

On his 75th birthday in 2008, Conway was interviewed as a guest on *The Bonnie Hunt Show* and given a surprise cake by Bob Newhart.

He starred in Disney films such as *The World's Greatest Athlete* (1973), *The Apple Dumpling Gang* (1975), *Gus* (1976), and *The Apple Dumpling Gang Rides Again* (1979). He starred in the 1977 comedy film *The Billion Dollar Hobo*. Conway also co-starred with Don Knotts in *The Prize Fighter* (1979) and *The Private Eyes* (1980). He starred in the 1986 equestrian comedy, *The Longshot*. Conway also ap-

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## 50s Lincolns continued

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oped at the same time, were quite satisfactory, the Lincolns were buckling. "Weld effectiveness was only 60 to 70 percent.



John Dykstra and Henry Ford II. Dykstra would later go on to succeed Henry Ford II as President of Ford Motor Company in 1963.

It was John Dykstra, vice president in charge of quality control for all Ford products; who was able to bring weld effectiveness up to 90 percent making the 1958 Lincoln a production reality. This 90 percent figure meant that if the car required 100 spot welds, then 10 percent more had to be added. A lot of reinforcement was added to the early engineering versions, and the total weight of the cars soon got up close to 5,000 pounds as Harley Copp had predicted.



Earle MacPherson pushed for unitized construction of the 1958 Lincoln.

While Earle MacPherson was one of the major proponents for unitized construction in the 1958 Lincoln, he was not in favor of employing the current version of his own MacPherson strut front suspension on such

large cars. Instead, they went to the more conventional short and long arm suspension and four coil springs all-around. The reason for the rear coils was to accommodate air-suspension; which never did make it into production on the Lincoln or Thunderbird. Two hundred Fords were equipped with air-bags, and a few Mercury prototypes had them. Even though Ford had an air-suspension system superior to General Motors Corp's, they were afraid to introduce it to the public because there were just too many problems that seemed insurmountable.



Left, "Whiz Kid" Robert McNamara with Henry Ford II.

Up until the '90s, this was the most completely new Lincoln ever built; body, suspension, and engine were completely changed from 1957. The engine was the famous 430 V-8 which was used by Lincoln through 1965. In 1958, this was the largest displacement of any American production car engine. This engine had a 10.5:1 compression ratio and a Holly 4150 four-barrel carburetor. It developed 375 hp. @ 4,800 rpm. (Little known is the Mercury Marauder three two-barrel carburetor dealer option; which raised the horsepower from 375 to 400.) The horsepower rating was lowered to 350 in 1959 and 315 in 1960. This engine had a number of advantages over 1952-57 engines. These included placing the combustion chambers in the block instead of the heads, self-adjusting valves for the first time in any Ford product, three-stage cooling system for faster warm up, and fully water-jacketed intake manifolds which kept the fuel mixture more stable and uniform than previously. Other advances in this engine were greatly improved intake and exhaust valving. This, in conjunction with redesigned intake and exhaust manifold, resulted in significantly better engine breathing. Concerning the combustion chambers, the top

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peared with Dick Martin in *Air Bud: Golden Receiver* (1998) as Fred Davis, the main announcer for the Timberwolves' final game, with Martin as his co-announcer, Phil Phil. He was Herman Dooly in the 1996 film, *Dear God*.

Starting in 2003, Conway teamed up with good friend Don Knotts again to provide voices for the direct-to-video children's series *Hermie and Friends*, which continued until Knotts' death in 2006. Conway continued to do the series.

Conway first met Harvey Korman in 1966 during first of three appearances on *The Danny Kaye Show*. Korman was a four-year series regular on Kaye's CBS variety hour. 1967 saw the end of the Kaye show and the debut of *The Carol Burnett Show*. With Korman available, he stepped into a regular role there. Conway appeared as a guest during that first Burnett season, and the two men immediately became friends starting a lifetime of working together until Korman's death in 2008. One of their most famous sketches was from *The Carol Burnett Show* called "The Dentist Sketch." In this sketch, Korman goes to the just-graduated dentist, Conway for a toothache. Conway proceeds to remove Korman's tooth, but be-

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## More than you wanted to know...

(Continued from page 9)

surface of the block on each bank of cylinders was cut at a 10-degree angle, not perpendicular to the bore as was standard practice. Heads were machined flat across instead of having cast-in chambers.

The result was a fully machined, wedge-type combustion chamber achieved much more economically than was possible with chambers cast in the heads and then sent through a separate expensive machining process. The primary advantage of all this, in addition to production cost savings, was improved combustion. Despite its increased displacement, this new engine is actually 17 lbs. lighter than the 368 cubic inch V-8 used in 1956 and 1957.

It is also one-inch lower in height. Anybody who ever tried getting at the spark plugs of the 1952-57 Lincoln engine had to be pleased with the new plug locations on top of the exhaust manifolds instead of under them. This was not, however, the ideal V-8 by late '50s standards. The fuel pump was in a bizarre location, on top of the engine at the forward end, and the water pump, while in the traditional location, was extremely difficult to replace.

The 1958 Lincoln stands as the most unique car that Lincoln ever built. Its 1959 and 1960 versions, which carry the same general dimensions and same general styling theme, are quite subdued. Some people contend incorrectly that these are Continentals. They are not. The true Continental was built for 1956 and 1957 only by the separate Continental Division.

The only place the name Lincoln appears on these cars is on the windshield wiper bottle! The 1958-60 Continentals are in truth Lincoln Continentals because they were built by the Lincoln Division. The separate Continental Division was disbanded in 1958. However, these 1958-60 Lincoln Continentals are correctly named the Marks III, IV, and V, not to be confused with the same Mark nomenclature of the late '60s and early '70s.

In addition to the Marks, there was the lower-priced Premiere series and the very low end Capri series. All three series shared the same unitized body, suspension, and engine. Standard on all three series was the automatic transmission, power steering, power brakes, windshield washers, and padded instrument panel. The Marks did not

have any features other than these as standard equipment. Popular extras on all models were radio, air-conditioning, power windows, a six-way power seat, whitewall tires, tinted glass, automatic headlight dimmer and power lubricator. The difference was that only the Marks had the reverse slant rear window plus a distinctive mesh type grille and trim and a much more luxurious interior. At the rear, the '58 Marks have three round lights set in each side of the grille-like insert above the rear bumper. Capris and Premieres have all rear lights mounted in a single wedge-shaped housing and have a different grille work insert. The rear bumper and massive frame over the bumper are the same for all models.



Initial reception to the 1958 Lincoln Continental and Lincoln was extremely promising. Luxury car buyers liked to see a Continental at half the list price of the 1956-57 models, and with a choice of four body styles. The Premieres listed for about \$500 less than the Continentals, and the Capris for \$1,000 less. These models did not sell nearly as well during the first few months. At first, Continentals accounted for something like 75 percent of all 1958 sales. But things soon began to change. The 1958 Lincolns were introduced at the beginning of the Eisenhower recession; which got a lot worse in the last months of 1957 and for nearly all of 1958.

Spring, 1958, was a disastrous time for All-American makes. After 41,123 Lincolns had been produced for the 1957 model year, only 29,684 Lincolns and Lincoln Continentals were produced for 1958; that broke down to 17,134 Premieres and Capris and 12,550 Mark IIIs. However, special note should be taken for all three years, 1958-60. Compared to only about 3,000 Continental Mark IIs produced for

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fore he can inject the no-vocaine into Korman, he injects it into himself, causing his hand, leg, and head to go numb.

Korman and Conway performed together for 10 years on *The Carol Burnett Show* before Korman left to pursue his own show. Korman joined Conway on Conway's shows and then later on in the 1986 film *The Longshot*, which Conway wrote for the two men. Conway has referred to Korman as, "The smartest man I knew but couldn't tie his shoelaces."

When Conway was starting his career in Hollywood, so was Don Knotts. Both men were regulars on *The Steve Allen Show*, though at different times. They didn't have the chance to work together until Disney Studios paired the two men on the *Apple Dumpling Gang* series of films, and their comedy clicked; Knotts's boisterous, Barney Fife-style bungling both contrasted and meshed with Conway's quieter form of physical comedy. The first film starred Bill Bixby and Susan Clark in 1975 and was called *The Apple Dumpling Gang*. The film centered around Bixby being tricked into taking care of a trio of orphans as the pair of lovable holdup men named Amos Tucker

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## Why Lincolns? by Francis Kalvoda

When I was a kid, I noticed cars and trucks more than most kids. When my parents and I would visit my Uncle Emil Kalvoda I would absorb his issues of *Motor Trend*, *Popular Mechanics* and *Mechanix Illustrated*. Certainly I have forgotten much of what I absorbed decades ago, but I am still quite good at automotive trivia. I don't think I noticed an actual Lincoln until I was twelve. Funeral homes had Packards and Cadillacs. Doctors had Cadillacs and Chryslers. In my world of McLeod County, MN I remember only one person who I knew that drove a Lincoln. That person was Jake Plowman; who owned the Ford-Mercury dealership in Hutchinson. In later years it became Plowman's Ford Lincoln Mercury and Lincolns began to pop up around Hutchinson and in the showroom. But there was that one summer day in 1959 when I was twelve and getting on my new red J.C. Higgins bike in front of the Ben Franklin, when an impressive tan and white two door Lincoln Premiere with a continental kit quietly drove by. My immediate thought was 'W O W, I hope I can have a car just like that someday'. That 10-second memory loop remains vivid in my mind. Forty years later, I purchased that very car and now sixty years later that memory loop rewinds whenever I see MY '57 Lincoln Premiere Coupe.



In late 1976 my mother, Helen Kalvoda, wanted to buy a new Mercury before they downsized. The new 1977 GM products had downsized and Ford was sure to follow. I told her to get a new loaded 1977 Lincoln and I would pay the difference and we would keep her 1968 Mercury Park Lane Brougham 4dr HT with 40,000 miles. *Why Lincoln?* Mercurys were great, but Lincolns are awesome. Arguably 'the finest in the fine car field' Ed Sullivan stated with authority, and Tom McCahill concurred in *Mechanix Illustrated*. We looked at Lincolns in the Twin Cities, St. Cloud, Fargo but could not find the perfect combination. So we ordered, at Plowman's, a cordovan 1977 Town Coupe with a white coach roof and two tone cordovan and white leather interior. Since I always liked Mercury Sun Valleys and '54-'54 Ford Skyliners, we added the fixed glass moon roof option. We ordered it on February 6, my birthday, but due to a delay at the American Sunroof Corporation, we did not receive our Town Coupe until August 31, my mother's birthday. We really liked the looks, style and ride of this Lincoln. Its longest trip was to the west coast in the early eighties shortly after Mount St.

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(Conway) and Theodore Ogelvie (Knotts) attempt to steal the gold nugget the children find. The film was a commercial success, and a sequel was made starring the pair in 1979 called *The Apple Dumpling Gang Rides Again*. The sequel did not have the other cast members but was hugely profitable for Disney.

Conway was married twice. He was married to Mary Anne Dalton from 1961 until 1978; they had six children together. He was married to Charlene Fusco from May 18, 1984, until his death. Among Conway's children is KFI Los Angeles radio host Tim Conway, Jr. His step-daughter, through his second marriage, became the tour manager for Conway's live tour with Harvey Korman. Conway and his second wife, Charlene, lived in Encino, California.

In 2018, Conway was diagnosed with dementia, began using a wheelchair, and had brain surgery.

Conway died May 14, 2019, at the age of 85 from complications of normal pressure hydrocephalus.

Sourced from the internet....

## Why Lincolns?....continued

(Continued from page 11)

Helen's blew her top. The very original '77 has been pampered and now has 28,000 miles on it. It has received top honors at the three national Lincoln and Continental Owners Club meets it has entered. It still rides on the original 230 R70 15 Michelin tires. In 1977, the Lincoln Continental advertising slogan 'A STANDARD BY WHICH LUXURY CARS ARE JUDGED', certainly fits this car.

Much like my admiration for Mercurys, I have had more than my share of Lincolns. Most I bought to resell, but a few have come to rest in my garage. Each one has a story but for now we will just make a list. In **BOLDFACE** are Lincolns which I still own.

**1956 white/red Premiere Coupe (since 2001)**

**1957 white/tan Premiere Coupe (since 1999)**

**1957 white/tan Premiere Landau 4dr HT (since 2000)**

**1977 white/cordovan Town Coupe (since 1977)**

1977 white with cordovan & white leather Town Coupe

1977 white/red Town Car

**1978 tan Cartier Mark V (since 2011)**

**1979 white Collector's Series Mark V (since 2009)**

**1979 gold Town Car with handicap controls (since 2010)**

1979 white/light blue Town Coupe

1979 silver/dark gray Versailles

1987 blue Cameo Coach Formal Town Car Limo

1987 blue/white Stars & Stripes Town Car

1989 blue Town Car

1989 tan Hess & Eisenhardt Limo with 2 hidden doors

1991 blue coach roof Town Car

## Mercury Blues by K.C. Douglas

Well if I had money  
Tell you what I'd do  
I'd go downtown and buy a mercury or two  
Crazy 'bout a mercury  
Lord I'm crazy bout a mercury  
I'm gonna buy me a mercury  
And cruise it up and down the road

Well the girl I love  
I stole her from a friend  
He got lucky, stole her back again  
She heard he had a mercury  
Lord she's crazy 'bout a mercury  
I'm gonna buy me a mercury  
And cruise it up and down the road

Well hey now mama  
You look so fine  
Ridin' round in your mercury 49  
Crazy 'bout a mercury  
Lord I'm crazy 'bout a mercury  
I'm gonna buy me a mercury  
And cruise it up and down the road

Well my baby went out  
She didn't stay long

Bought herself a mercury, come a cruisin'  
home  
She's crazy 'bout a mercury  
Yeah she's crazy 'bout a mercury  
I'm gonna buy me a mercury  
And cruise it up and down the road  
Oh, cruise now

Well if I had money  
I tell you what I'd do  
I'd go downtown and buy me a mercury or two  
Crazy 'bout a mercury  
Lord I'm crazy 'bout a mercury  
I'm gonna buy me a mercury  
And cruise it up and down the road

I'm gonna buy me a mercury  
And cruise it up and down the road  
Yeah, I'm gonna buy me a mercury  
And cruise it up and down the road  
Oh, let's go!



# *Just a little bit more about the late 50s Lincolns*

(Continued from page 10)

1956-57, the number of Marks produced for 1958-60 was significantly better. It was the Capris and Premieres which had pathetically low sales compared to previous years, and the state of the economy and sheer size of these cars cannot alone explain the reasons.

After 1958, Najjar had nothing more to do with the series. The job of the 1959 facelift went to Don DeLa-Rossa. His task was to make a very unconventional car look as conventional as possible. The 1958 Ford and Edsel were also very unconventional looking cars that became a lot more conventional looking in 1959. Unfortunately, a lot of the originality of all three makes was lost in the process. The most noticeable change in the 1959 Lincoln was toning down the car's extreme concave scallops around the front wheel wells. They were reduced to a crease that ran into the front doors. The Lincoln grille now had its narrow horizontal bars accented with strong verticals. The Lincoln Continental grille retained its distinctive mesh design. Both grilles were integrated into the slanting quad headlights and 1959 models were 2 inches shorter than 1958. Front bumper ends were completely changed but were no less pronounced. Back bumpers remained the same with the large oval chromed area that framed the tail lights. On the Lincoln Continental, the six round tail lights were exchanged for rectangular "pods." The two Lincoln tail lights were also changed. A very subtle but interesting design change on all models was the addition of a stainless steel strip to the very end of the rear fenders, just a hint of fins. The rear coil springs were retained. The horsepower went down from 375 to 350 @ 4,400 via compression ratio drop to 10:1 and a Carter AFB-2853S four-barrel carburetor. There were a great number of body improvements, most of them in the way of more structural reinforcement, better noise insulation from the interior, and better engine mounting and balancing.



Dash layout of the 1958 Lincolns

Lincoln accessories in 1959 included power lubrication, dual power antennas mounted on the rear fenders, an FM

receiver which was entirely separate from the AM radio, seat cushion topper, seat belts, locking gas cap, remote control deck lid release, floor mats, automatic headlight dimmer, curb buffers, curb signals, engine compartment light and license plate enclosure.



Redesigned dash for 1960 Lincolns

The 1958 model lineup was continued for 1959 and 1960 with one important edition. Hess and Eisenhardt turned out in very limited numbers a Formal Sedan or Town Car, and Executive Limousine built out of four door sedans. These cars had padded tops, unique rear window design and highly luxurious limousine interiors. One hundred twenty seven of these unique Lincolns were turned-out for 1959, 49 Limousines and 78 Formal sedans and 170 for 1960, 34 Limousines and 136 Formal Sedans. The Hess & Eisenhardt models were added to improve sales, to no avail. Even Foote, Cone & Belding's excellent advertising campaign with testimonials from movie stars, world political figures and other famous personalities such as Norman Rockwell failed to push Lincoln out of the doldrums. In 1959, sales continued to slide with 15,780 Lincolns and 11,126 Lincoln Continentals produced, or about 11 percent off 1958 in a year when America was recovering from the recession.

For 1960, there were even more changes, so many that no two body panels, not even the hoods, doors and trunk lids, are interchangeable between 1959 and 1960. Front bumpers were changed again. The front bumper lost its wings, and the rear bumper was changed just enough that it is not interchangeable with earlier years. The oval treatment above the rear bumper was changed to a rectangular design. The grilles and all trim pieces changed again.

The biggest change was the instrument panel. Najjar's "television screen" instrument panel was sacrificed for four pods containing the main instruments and the heater/air conditioner controls.

For 1960, the Lincoln finally returned to parallel leaf rear suspension. This was accompanied by significant improvements in braking. Horsepower went down to 315 @ 4,100 with

## 1958 - 1960 Lincolns continued...

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a Carter ABD-2965S two-barrel carburetor and no further compression ratio reduction. There were more improvements in unitized construction, and there was a totally redesigned rear engine mount. The Twin-Range Turbo-Drive transmission had several improvements. The 960 Lincoln's new instrument cluster had improved placement of instrument controls including four new dials that could be read at a glance. The parking brake now had a push-button release and a red "brake on" warning light. The heater/air conditioner had a single control, but air conditioning remained an option even on the Continental Mark V. A "Travel Tuner" radio was standard on all models. The optional six-way power seat not only moved up and down, backward and forward but tilted back and forward.

While the Lincoln interiors were a combination of vinyl and fabric, the Premiere interiors had what was called Moire' Fabric with leather bolsters, or optional all leather seats. Special chromed assist handles were offered in all four-door models.

The unitized Lincoln, which earlier had developed a poor reputation, was now a very fine automobile. The 1960 model is head and shoulders above the two earlier years from a quality standpoint, although this was not generally known then, nor is it generally known today. The 1960 improvements made no difference. Before the 1960 model ever hit the showrooms, Lincoln management was firmly convinced that they had made a terrible mistake. The 1961 Lincoln was very much Thunderbird inspired and was a much smaller automobile. 1960 production was 13,734 Lincolns and 11,086 Continentals, down about 8 percent from 1959.

The interesting thing today is how few of non-Mark 1958-60 Lincolns survive. From the very beginning, there were people who felt that the Continentals were going to be worth saving, especially the convertibles, hence you have a pretty high survival rate of these cars today. But it dawned on almost nobody that the Premieres, Capris, and Lincolns might someday be worth owning. Hence these cars are as scarce today as the proverbial hen's teeth. It may be hard to believe now, but by the time these models were about eight years old, perfect, low mileage examples were selling for \$100 or less!!!

**Driving Impressions.** Standing alongside one of these giants, one will instantly conclude that it must ride and handle like a Sherman tank. The actual experience behind the wheel is quite a revelation. Lincolns of this period are a pleasure to drive, and they handle every bit as well as conventional sized and constructed cars of the period. *Motor Trend* and *Road & Track* both praised the 1958's performance. *Motor Life* found the 1958 Lincoln to be the first car weighing more than 5,000 lbs. that was able to crack nine seconds in 0-60 mph tests! Several of these runs were clocked at 8.9 seconds, and the overall average was a flat nine. That was with a two-door hardtop. In drive alone, *Motor Trend* attained a 0-60 time of 9.9 seconds, reducing it to

9.5 seconds using Low and Drive. *Road & Track* beat both these times with a convertible. Their 0-60 time was 8.7 seconds, and they attained a top speed of 116 mph. One might think that they had the three two-barrel option, but a photo of the engine compartment would indicate that they did not. Despite the unitized body, the interior of the car is extremely quiet at all speeds, a tribute to the work of Lincoln engineers in solving a very difficult problem with what is essentially a sounding box. Rubber insulators were used at all suspension attachment points. Various insulation materials were used extensively in critical areas. But just being in these unusual cars takes some getting used to. You step down into the car, ala 1948-54 Hudson. The seats are enormously wide, and the dash panel is moved way forward of the passengers. The broad, flat hood gives the impression of extreme width; this is somewhat of an illusion, but not entirely. The interior dimensions of a '58-60 Lincoln are considerably greater than 1956-57, although the 1958 is only 4.4" longer and virtually no wider than a '57. The ride is very comfortable, soft, and smooth over practically all surfaces. On the 1958 and '59 model with its weird rear coil spring setup, the car is on the wallowy side, and the rear end will tend to break loose in hard turns. The ride was improved somewhat in '59 and even more in '60 when they went to parallel leaf rear springs. The Saginaw recirculating ball power steering is very good and surprisingly fast. The overall steering gear ratio is nearly 20:1 and less than 3.5 turns of the wheel are required to go from lock to lock. Curb-to-curb turning circle diameter was actually reduced from 1957. The turning circle for the 1958 test car was 43.6 feet, compared with 45.5 feet for 1957 Lincolns. Braking was not so good. Because of the change from 15" to 14" wheels, brake drum diameter was reduced from 12 to 11 inches. To compensate, much wider drums and linings were used. Both front and rear shoes were 3.5" wide. Width in 1957 was 2.5" at the front, 2" rear. This increased effective lining area from 207.5 to 298 square inches, a 43 percent boost. But with a car this large it just wasn't enough.

With the lowering of horsepower and torque, the 1960 model lacks some of the performance of 1958 and to a degree in 1959. Zero-60 time without using low is a shade under 12 sec-onds. On the plus side, the 1960 model has far better rear suspension than the previous two years. This car can be flung into sharp turns, even at higher speeds. It does not break loose, and the body lean is almost negligible. My only criticism would be a little bit of under steer. Of course, the real triumph of any Lincoln of this period is on the straightaways with utter silence and living room comfort at any speed up to 80 mph. There's a little whistling around the wind wings over 60, but that's about it. These cars were designed long before the age of wind tunnel aerodynamics. The brakes are the car's poorest feature, and Lincoln braking really did not improve until they went to front disc brakes in 1965.







## Why Mercury? By Francis Kalvoda



In a previous article, some of you were surprised that my first car was a 1956 Chevrolet and that my first new car was a 1971 Plymouth. I have experienced just about every US made brand in my lifetime, but the greatest number have been made by Ford, and many were Mercurys. Edsel Ford formed the Mercury Division in 1938. Various Mercury models were available from 1939 to 2011. In the USA the Lincoln-Mercury Division of Ford Motor Company existed from 1945-2011.

From mythology, the winged man Mercury was a messenger to the gods. No FEDEX back then. Some call me the Mercury Man because, for 50+ years, I am frequently seen driving a Mercury car, SUV, or pickup. *Why Mercury?* Family influence and personal preference are the main reasons. In my youth, my Uncle Joe Kalvoda from Mandan, North Dakota bought his first Mercury in 1951, then again in 1955 and his last Mercury in 1960. On the farm, our Cen-Pe-Co oil and lubricants salesman was Wayne Welch. He drove a 1950 Mercury and then a 1957 Mercury. Uncle Joe and Wayne always praised their Mercurys so, in 1959, my parents purchased their first Mercury Monterey; charcoal gray bottom with a white top 4-dr sedan.



My parents liked everything about the '59 Monterey until September 21, 1962, when a drunken driver nearly totaled our car and his when he lost control of his 1954 Ford around a curve. I remember the date because I was in the back seat holding a confetti angel food birthday cake; which my mother had just frosted with that sticky seven minute frosting. We survived, the cake was eaten, the '59 was traded at Plowman's Ford-Mercury in Hutchinson, MN, for a 1963 Mercury Monterey Custom in October 1962. I gleefully ended up with the '63 when my parents purchased a 1968 Mercury Park Lane Brougham 4-dr hardtop in late October 1967. I state with pride that I still have that Park Lane. My dad thought that a Mercury is a refined Ford and everything is just a bit better and you get what you pay for. I still share those beliefs, but January 4, 2011, the bean counters at Ford declared, 'enough of that!' and the last Mercury Grand Marquis rolled out on that day in St. Thomas, Ontario.

Loyal Mercury customers would have to choose a fancier Ford or move up to Lincoln. General Motors cut the Pontiac and later the Oldsmobile. Chrysler cut Plymouth. *My obser-*

*vation:* for decades, too many people were buying foreign cars for which there was little or no tariff. American cars sold in other countries were hit with 25+% tariffs. American car companies were in financial hardship, so cuts were made. Now Mercury is an orphan car. Our current driver is a 2004 Mercury Mountaineer, a refined Ford Explorer.



When you review my list of Mercurys (and each has a story) some may say, *I did not know that Mercury made trucks.* In Canada, nearly every Ford truck model available from a Ford-Monarch dealer could be purchased as a Mercury truck model from a Lincoln-Mercury-Meteor dealer from 1946 until March 1968. In the late 1970s, I started searching for a Mercury pickup. I found a tailgate and trim parts from a 1961 Mercury M-100 that fit just fine on my 1962 F-100. I did the same swap on my 1968 F-100. The 1965 M-100 left the factory in Ontario as a Mercury and was used in Saskatchewan until I purchased it on eBay in 2003. My friend, the late Carl Doerr, worked at the Ford Assembly Plant in St. Paul for 30+ years after WWII. He told me that he had seen a few Mercury trucks come down the line.



Ford still holds the rights to the Mercury name, trademark, and all model names until 2025. Might there soon be a Cougar Eliminator, S-55, Cyclone, Caliente, or some other hot model from Ford which will act as the messenger to the gods? I can only hope.





# Francis Kalvoda is "Just crazy about those Mercurys"

## Kalvoda's **Mercury** Vehicle History (*Boldface: currently owned and year purchased*)

1947 4dr Sedan (purchased 1969)  
 1948 Coupe  
 1948 Convertible  
 Several 1940s Mercury Coaster Wagons  
 1950 Mercury Bicycle (1985 saw it in '59)  
 1950 Monterey Coupe (1974)  
 1955 4dr Sedan  
 1956 4dr Sedan  
 1956 4dr Sport Sedan  
 1956 Medalist Phaeton  
 1959 Monterey 4dr Sedan (parents' first Merc)  
 1961 M100 Styleside short box (1978)  
 1963 Monterey Custom 4dr Sedan  
 1965 M100 Flareside short box (2003)  
 1966 S-55 2drHT '428' (1999)  
 1967 Comet Sports Coupe  
 1968 Park Lane Brougham 4dr HT (1967)  
 1968 Park Lane 4dr HT parts car  
 1968 Park Lane Convertible Woody  
 1968 Park Lane Convertible '428'  
 1968 Monterey Convertible (Gesellchen's)  
 1968 M100 Styleside Long Box (2008)  
 1969 Montego MX Convertible (1995)  
 1969 Monterey Convertible (2005)  
 1973 Mercury Comet 4dr  
 1975 Monarch Ghia 4dr Sedan  
 1975 Marquis 4dr  
 1976 Marquis Brougham 2 dr  
 1977 Grand Marquis 2 dr  
 1983 Marquis  
 1984 Grand Marquis  
 1985 Grand Marquis  
 2004 Mercury Mountaineer (2015)



1964 Minnesota Safe Driving Rodeo Champion.  
 Sponsored by Jaycees and Lincoln-Mercury



# *Preview of Coming Events*

- June            **MSRA “BACK TO THE 50’s”** The 46th annual “Back to the 50’s”  
**June 21 – 23, 2019.** MN State Fairgrounds, (St. Paul)
- July            **LCOC Western National meet, July 10-13, 2019,** Grand Junction, Colorado  
**Maple Grove Days Car Show, Saturday, July 13** Breakfast 8 a.m., Car show 10 a.m.to 3 p.m.
- August        **Sixth Annual Lincoln Homecoming,** August 7-12, 2019  
**Sunday Brunch at Dangerfield’s Restaurant** in Shakopee on Sunday, August 25th at 11:30 PM



## **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

## 40th Annual ALL FORD Picnic and No-Trophy Car Show

**Sunday, June 2, 2019 9 a.m. to 3 p.m. Rain or Shine**

Dunwoody College of Technology, 818 Dunwoody Blvd, Minneapolis, Minnesota

Show Car Registration \$5, Swap Space Free, Spectators Free

Bring your favorite Ford, Mercury or Lincoln



## 2019 Western National Meet at the Double Tree, Grand Junction, Colorado July 10 – July 14, 2019

The 2019 Western National Meet will be held in Grand Junction, Colorado and hosted by the Rocky Mountain Region. Monuments, Mesas, and Memories is the theme of Mesa County, and it truly embodies these words. The Grand Valley was chosen for its scenic beauty, and offers something different than what we have experienced at previous meets.

The host hotel is the DoubleTree, Grand Junction, located at 743 Horizon Drive, Grand Junction, CO 80106.

For more information and for meet registration please contact George Malesich at 303-909-2853 or Jake Dout at 970-201-1644. Registration packets are now available, so please check the web-site at [www.LCOC.org](http://www.LCOC.org).

Downtown Grand Junction is home to dozens of outstanding locally-owned shops, music venues, restaurants, and art galleries. Stroll Downtown Main Street with our tree-lined, pedestrian friendly streets complete with a large collection of public art, fountains, and historic buildings. So whether you're looking for local cuisine, a unique gift, or a place to relax with the family, you'll find what you're looking for in downtown Grand Junction.



## Dangerfields Restaurant,

1583 First Avenue East, Shakopee, MN

Sunday Brunch, August 25, 2019

Be there at 11: 30 a.m. for one of the best brunches in the Twin Cities.



## For Sale - 1941 Continental Coupe

Call Carin Moore at 612-481-6946 or email:

[CarinMoore04@msn.com](mailto:CarinMoore04@msn.com)

Reasonable offers will buy this good solid Lincoln Continental Coupe.