

## Gordy Jensen's 1961 Continental



Gordy behind the wheel of his 1961 parading through Busch Stadium.

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.

Once again, we opened up the time capsule and reached into the big mayonnaise jar and came up with another fine article to reprint in our March North Star News. While we would like to always print original material forwarded to us by our members, we realize that this cold winter weather has sent a lot of you into a sort of a semi-permanent hibernation for the duration. And the only time you come out is when the North Star News hits your mailbox around the first of each month. This article was originally written by Continental Comments Editor Emeritus, Tim Howley and first appeared in the *May/June 2001 issue of Comments*. It is an interesting story about one of our long time members, Gordy Jensen and his passion for slab-sided Continentals. So sit down in your favorite chair, pop the top on a good Beveridge and enjoy the moment.

In June 2000, Tim Howley and Doug Mattix visited Gordy Jensen at his home in Bloomington, Minnesota. Gordy has won 18 major awards in LCOC with his '60s Lincoln Continentals. In 2000 his 1961 Lincoln Continental convertible won the L. Dale Schaeffer Trophy, and his 1961 Lincoln Continental sedan won an Emeritus Award at the Western National Meet in Scottsdale, Arizona. Then his 1961 convertible went on to win the Elliston H. Bell Founder's Trophy at the Millennium Meet in St. Louis, Missouri. That car is pictured on this issue's front cover parading through Busch Stadium in St. Louis.

Here is the interview, Gordy's story as he told it to Tim and Doug.

Question: When and how did you get into Lincolns? Jensen: I remember my father driving up in a red 1962 sedan that he owned new. I thought that was a great car. At that time, I was about seven years old, old enough to start appreciating these kinds of things. He drove that car all over the Western Canadian provinces, seeing customers. He drove it as fast as it would go. He needed a car that could suck up the bumps and still go at 110 miles an hour because it was a long distance

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## Trivia from the Internet



Vicki Ann Lawrence  
American television and  
entertainment icon.

**Vicki Ann Lawrence**, born March 26, 1949, sometimes credited as **Vicki Lawrence Schultz**, is an American actress, comedian, and pop music singer known for the many characters she originated on CBS's *The Carol Burnett Show*, where she appeared from 1967-78, for the entire series run. One such character was "The Family" matriarch **Thelma Harper/Mama**, the cold, unaffectionate mother of the neurotic, misfortunate, Eunice (Burnett) although Lawrence is 16 years younger than Burnett. **Thelma Harper** was the central character of the television situation comedy series *Mama's Family* on NBC and, later, in first-run syndication. She also starred in the Fox sitcom series *The*

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## Editors Message

March 2020

Good friends and gentle readers... We have escaped the clutches of February, and in 30 some days it will be April in all it's wonder and glory. March will go by quickly and daylight saving time will be with us early in the month. It will be light to 7:10 p.m. the first day of daylight saving March 8. Yes, there is all that commotion about losing an hour of sleep that day, but if you are really smart, you can find a way to take that afternoon nap and make the time loss up and maybe a little more. We might even have a few really nice days in March and you can sneak that classic out for a short run; even just a few miles will recharge both your batteries and the cars too. That first drive of the season really does miracles for our souls.

We had a wonderful event this past February 15 at the CCCA potluck/auction at the Minneapolis fire museum in North Minneapolis. There were some 40 fine folks in attendance, and a good number of those were from the Lincoln club. There was a lot of good food, enough so that were some leftovers. No one went home hungry. Our auctioneer, Col Joe Heitzig, got top dollar for what turned out to be a lot of printed material. Books, magazines, drawings and some other stuff that was best suited for those who wanted to fill out their collections with interesting, car related items. As a somewhat seasoned collector of printed material, there are only a few items that I find interest me. There was one book on the history of the Fleetwood body company that I bid on, but when the price exceeded \$100 plus, I thought it best to let the other bidder go home with this treasure. The Fire Museum is a perfect venue for this sort of event and it was so very nice to see old friends from both the LCOC and the CCCA once again. Sweet Olga was on her best and enjoyed the evening as much as everyone else. She got pretty tucked out by the end of the evening from all of the nice attention she received from all the nice people in attendance. She truly

enjoys human contact and just loves to meet and greet people. And of course, everyone got to see her 1,000 watt smile that is one of the hallmarks of the Samoyed breed.

We do have a couple of brunches coming up in both March and April. All the information is on the back page of this newsletter. Dehn's and the Roasted Pear, both good spots for food and at reasonable prices. Come join us



Sweet Olga is romping through the fresh snow in my back yard. She really loves the fresh snow, especially when it is around 30 degrees. It is her natural element and she enjoys every minute that she can be out in it. It takes a lot of treats to convince her to come back inside.

at these brunches, and help welcome spring to Minnesota. Maybe a few of our snowbirds will be back, and hopefully, we will even see a few of our members that tend to stay in during the snowy, wintery months. The price will be right and the weather will be good, you have absolutely no excuse for staying home.

We also need a few new members. Do your best to try and sign up a few this year. We cannot continue to keep the LCOC going without members, and at our present rate, we will have to make very serious cutbacks to the things that we do, perhaps in as few as 4 or 5

years if we do not grow our membership. We are a good club, but we all must do our best to grow the club and make sure that it is around for future generations of those who think that Lincolns are a pretty good car to treasure and collect. It is all up to you.

One of the projects that I am working on involves the optical scanning of all of the back issues of Continental Comments... All the way from the first issue, a couple mimeographed sheets of paper to the current issues. These will be of high quality, scanned at 600 dpi, and will be available in both a pdf file format and a jpeg file format for each and every issue. Ideally, we would like to make them available through a secure link to the LCOC web site, but due to file size limitations, we may have them available as a data file on a flash drive. Be patient; it is in the works.

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



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*Cool Kids.*

In 1973, she became a one-hit wonder on the U.S. chart with "The Night the Lights Went Out in Georgia". It reached number one on both the United States and Canada charts. Lawrence has multiple Emmy Award nominations, winning one in 1976. She is also a multiple Golden Globe nominee, all for *The Carol Burnett Show*. Lawrence has made numerous post-Mama's Family guest TV show appearances in her famed Thelma Harper/Mama role.

On February 5, 2013, Lawrence appeared as the character in a special sketch for *Betty White's 2nd Annual 90th Birthday*. In addition, she regularly hosts an untelevised stage show, titled *Vicki Lawrence & Mama: A Two-Woman Show*.

Lawrence was born Vicki Ann Axelrad in Inglewood, California,<sup>[4]</sup> the daughter of Anne Alene and Howard Axelrad, a certified public accountant for Max Factor. The family surname was legally changed to "Lawrence" when Vicki was young. She is a graduate of Morningside High School in Inglewood, class of 1967. Lawrence had originally planned on being a den-

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*Directors Message by Bob Johnson**March 2020*

We are now in the thirty day countdown to April and spring, maybe this year it will be a warm March and an even nicer April. One can only hope.

Our main event for 2020 will be a Fall trip to Milwaukee, Wisconsin, and a tour of the Harley Davison Museum, as planned by Bill Holaday. We will have six weeks to recover from our LCOC Grand National Lincoln Homecoming celebrating the Lincoln Centennial. We hope that you can attend all or parts of these events.

Our February (February 15) event with the CCCA, a potluck/auction at the Firefighters Museum, was well attended by

close to fifty people. Many automotive books were auctioned off and a good time was had by all who were able to attend.

Our March, Sunday Brunch, will at Dehn's County Manor, 11281 Fernbrook Lane, Maple Grove, Minnesota, March 8 at 11:30 a.m. Please RSVP to Jay White by Thursday, March 5. Last year we were able to have our own private room. Not your typical breakfast buffet, we will be ordering off a special menu. Don't worry, though the food is really good and the prices reasonable at Dehn's.

The seventh annual Lincoln Homecomings information and registration information is now posted on the Lincoln museum website: [lincolncarmuseum.org](http://lincolncarmuseum.org). Register now before some of the activities are sold out.

Beginning this year's Homecoming, you now can use a credit card. LCOC will be the host, and this will be a judged meet. **The centennial celebration will take place on the museum grounds August 5-9 and will be preceded by a gathering in Dearborn, Michigan August 2-5.**

Below is our schedule for the Harley Davison Museum tour to Milwaukee WI, a four day road trip planned by Bill Holaday. This event was moved from this spring to fall because of the pending birth of triplets in the Holaday family.

Thursday, October 1, 2020, 9 a.m. We will meet at Hudson, Wisconsin, at McDonald's and then depart for Milwaukee. We will be stopping for lunch around noon near the Wisconsin Dells. From there, it should take us about 90 minutes to get to the Double Tree hotel in downtown Milwaukee. The hotel has a nice bar, so we can meet at 5:00 for libations and then dinner at the hotel restaurant, which is pretty decent and moderately priced.

Friday, October 2, 2020, at 9:00 a.m., we will leave the hotel for the Harley-Davidson engine plant on Pilgrim Road. For those of us who enjoy mechanical things, seeing how they're made will be a great experience. I'll schedule a group tour around 10:00, so we can depart by about 11:30 to get us to the Harley-Davidson Museum for lunch around noon. After lunch at the H-D Museum café, we will have a behind the scenes tour of the Museum, followed by time on your own to tour the exhibits.

Alternate activities could include taking a self guided tour of downtown. Popular destinations include the Historic 3rd Ward with it's many restaurants and taverns, the Milwaukee Art Museum on the lake, as well as shops and more taverns and restaurants on the river walk. Milwaukee also has a trolley called HOP, which takes you to many of the most popular sites. According to its website, it is free to ride!

Afterward, at 5 p.m., we will meet in the hotel lobby/bar for some spirited spirits. At 6 p.m. or so, we will be off for dinner at a nearby restaurant. Milwaukee and Wisconsin are famous for their Friday night fish fry and you do not even have to bring your own fish. Bill will set up dinner somewhere with a full menu in addition to the fish fry.

Saturday, October 3, 2020, 9 a.m. We will leave for the Holy Hill attraction and Wisconsin Automobile Museum. This should be a very pretty drive. At this time of year, the colors should be very good, and the route is over winding rural roads. Holy Hill is one of the highest elevations and affords a great view of the entire area. The museum is about 8 miles from there. We can decide on lunch before or after the museum tour. We will return to the hotel in time for 5 p.m. refreshments and dinner as a group to be decided.

Sunday, October 4, 2020. Breakfast and then on to Dan and Joyce Staehle's home and garages in Brownsville, Wisconsin. Located on the northeast side of Horicon National Wildlife

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## *Board Of Directors - 2020*

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	2022
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	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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 about Gordy's Continentals*

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between stops. We also rode up and back in that car to our lake cabin, which was about 210 miles away. He pretty much wore that car out, and then he traded it off in 1967 for a green 1967 sedan which I still have. I recently restored it, and we received a Ford Trophy for it in 1999 in Ellenville, New York. Years ago, I took my driver's test in that car. Question: So when did you start collecting and restoring? Jensen: Well, I started when my dad sold me that car in the early '80s. I think he sold it to me for something like \$200. It was my car to drive around. and I didn't have any money to collect cars at that time. In fact, I never even thought much about other people who were into this kind of car. But in the early '80s, I went to New York. I started making a few bucks. I started buying copies of *Hemmings Motor News*. *I could look at the Lincoln section and say wow, all these cars for sale. Then I found out about the Lincoln & Continental Owners Club, and I joined in the mid '80s. I then started buying cars because of the job I had. I put on finance seminars all-around the country, especially in California, Texas and Seattle. Each time I would go to one of these areas, where the cars weren't rusty, I would often find a car I wanted and often times buy it. When I bought a car, I would get a week-end or a few days off, and I would fly there and drive it home. I drove many cars home from all over the country.*

This is the way I bought this yellow '61 convertible that I restored. I probably shouldn't have bought that car because I paid too much for it, \$4,500, and it was really rough, but not rusty. It hadn't been driven in five years. It was in the Spokane, Washington area, and somebody had painted it orange with a paint brush and used it as a goofy car in a Halloween parade. The tires were flat. I flew out there, and the owner put on some tires that held air, and I gassed it up to leave late one night in January. Can you believe that? I noticed as I was filling up at Spokane, Washington, that the gas was running out of the tank. This was at about 10 p.m. that night in the winter, and I was going to drive this car back to Minnesota, which is quite a drive. I hoped that the leak was at the top of the gas tank or in the neck. I decided to watch the gauge, and if the gauge stopped dropping quickly after 50 miles or so, then I would know that the leak was in the top; this turned out to be the case. So I ended up driving it back. On my way back, I got into a parking lot in eastern Montana late the first night. I got onto a sheet of ice and I could not stop the car and I hit a pickup truck in the parking lot. I was probably going a half a mile an hour. It was a sheet of glare ice in a dead end parking lot and every space was full. I could not stop that car. It just slid in and hit a pickup, just a tiny little mark. It was about 12:15 a.m. I didn't want

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tal hygienist. She attended UCLA while on *The Carol Burnett Show*, and changed her major to theater arts, but dropped out after two years.

In high school, she auditioned for and got into the musical group *The Young Americans*. She stayed with the group almost until the end of high school. By being with the group, she gained experience from touring, performing at the Oscars, coming in contact with noteworthy performers such as Johnny Mathis and Louis Armstrong, and performing on *The Andy Williams Show*.

In her senior year, she entered the Miss Fireball of Inglewood contest for the local firefighter's ball. A reporter for a local newspaper wrote a story about the contest and stated that Lawrence bore a striking resemblance to a young Carol Burnett. An avid fan letter-writer, Lawrence's mother urged her to write a letter, which Lawrence did, including the newspaper article.

After receiving the letter, Burnett found Lawrence's father's name in the phone

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## Northstar Monthly Board Meeting Minutes

February 6, 2020

Regional Director Bob Johnson called the meeting to order at 6:30 pm at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Matt Foley, Bill Holaday, Jeff Eisenberg and Roger Wothe. Other members present were Mary Johnson and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

### Board of Director's Monthly Meeting

Regional Director Bob Johnson directed the attention of the other Board Members to the listing of the 2020 events. He proposed that there be a meeting of the area classic car clubs on the second Tuesday of every month from 4:00 pm to 8:00 pm from April to October at the New Bohemia Craft Bier Hall at 8040 Olson Memorial Highway (M 55) in Golden Valley MN. He and Tom Brace will contact the other classic car clubs in the area and invite them to participate. The event will be temporarily called The Classic Car Roundup. Bob then reviewed the other planned events for the year:

Saturday, February 15, Potluck and auction with the CCCA at the Minneapolis Fire Museum.

Sunday, March 8, Brunch at Dehn's Country Manor in Maple Grove, Minnesota.

Sunday, April 26, Brunch at the Roasted Pear in Brooklyn Park Minnesota.

Saturday, May 16, a car display at Libson TC Auto and Art-a-Whirl in Minneapolis, Minnesota.

Saturday, May 23, 12 Annual Memorial Weekend car show at Bloomington Lincoln.

Friday – Sunday, June 19-21, Back to the 50's MSRA car show at Minnesota State fair grounds.

Other activities were discussed, but dates were not determined

Board member Bill Holaday then reviewed a potential trip to the Harley Davidson Museum and other facilities in Milwaukee, Wisconsin and asked for comments from the Board. Everyone agreed that it was a good idea.

Membership and Publications Director Dave Gustafson asked for more "My Pride and Joy" articles.

Treasurer Matt Foley reported the treasury balance to be \$3,219.15 with all bills paid.

There being no further business, the meeting was adjourned at 7:30 pm. The next Board meeting will be at 6:30 p.m. Thursday, March 5 at Bloomington Lincoln.

Respectfully submitted by Secretary Roger Wothe.

## Continentials continued...

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book, called him, and said she would go to see the Miss Fireball contest. Lawrence won the contest and Burnett was called to the stage to crown her. Coincidentally, Burnett was looking for an actress to play her younger sister on her upcoming show. After a few months and auditions, Lawrence got the part, specifically for playing Chrissy in the "Carol and Sis" sketches.

After Lawrence was given the job on *The Carol Burnett Show*, both Burnett and Harvey Korman took her under their wings. Korman taught her various sketch comedy skills, such as listening not just for a cue line, and also coached her in other areas, such as speaking in different accents. Lawrence has credited Korman and Burnett with being her mentors, and has referred to her experience on the show as the "Harvard school of comedy". Lawrence has stated that she learned show business from Burnett and looked up to her very much, and that the two share a very close friendship.

As a comedian and

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to wake the owner, so I went to the motel and told them to give a note to the owner asking him to call me when he came to pay for his room in the morning. Anyway, he called me and came out and looked at the dent and said, "Ah, don't worry about it, it's a company car, it's a tiny dent, thanks for telling me," and he drove away. So I drove the car home. On the way, most of the exhaust fell off and I would check the gas and fill the oil. The oil would be off the stick every time I stopped, and the car wouldn't go more than 55 miles an hour. It didn't have the guts to go any faster. In addition, the car's heater didn't work so I had to wear my hat and gloves.

Finally, I did get it back to the Twin Cities, and it took me about 10 years to get to restoring this car. We just got it done a couple of years ago.



Gordy Jensen with his two yellow 1961 Continentals at the 2000 Western National meet in Scottsdale, Arizona.

Question, what was your first LCOC show and car? Jensen: 1990 in Indianapolis. It was a green 1967 convertible. It was a great car, and everything worked on it, except when I went to the judging, the thing just threw up on me. The top wouldn't go down; the trunk lid wouldn't go back. Ron Baker was there to tweak it and talk it down, and it still wouldn't do it. But the next show we went to in that car we won the Elliston Bell Trophy. That was the Eastern National Meet at Shawnee on the Delaware, Pennsylvania in 1990. We had never won a major award before, and we got the Bell Trophy. I couldn't believe that. That was a shock.

Question. What have you learned over the years about restoring these cars, especially the convertibles? Jensen: Well, you don't want to start with a rusty car. I think I have done my last rusty car. Actually, I do have one that has

some rust in it that I might attempt. But it would be a car that I would totally strip and totally dip the whole shell in a tank. I've never done that before. You have to be careful when you do that because you can strip some of the protective coatings on the metal in places that you don't realize will be problems later. Down the road, you may open that area to corrosion. The rust on this car (also a '61 convertible) is from age and exposure to the elements. It's not rust from road salt. Rust from road salt is just terrible.

Especially in these rusty unibody cars, you just don't want to get into them. I sup-pose in 50 to 100 years when people are desperate to find a shell, to begin with, they'll figure out a way to bring those cars back, but today to go after and start with a rusty car, I think is a mistake.

Question: Do you believe in sedans as donor cars?

Jensen: I don't like to tell people that because I love sedans. But money-wise, it is efficient to buy a reasonably good sedan, good trim, options, especially the little pot metal pieces that you don't have to replate and use it as a donor car for a convertible. It's too bad, but that's the way it is. A lot of the parts that everybody out there is buying, they don't realize it but they are off a donor sedan.

Question: In addition to your house, where do you keep all of your cars.

Jensen: I have them at the cabin at the lake, at the office, anyplace that I can find to stash them. There are probably 16 of them at Baker's Auto, now Steve Ouellette's place. Some I bought out east and never brought them back here, they are stripped out for me at Steve's. Also, if you're going to store cars, you must have good dehumidified, temperature controlled space. Up here in the north country, with the weather changes, you have to worry about stored cars' temperatures getting below the dew point inside the building because it will coat both the inside and the outside of the metal with condensation. Of particular concern are the rib areas of the hood and the trunk lid, especially in the convertible trunk lid. Example: the '64-65 trunk lid. It is very difficult to switch over a sedan trunk lid into a convertible trunk lid for '64-65. That's a big, big job. So the '64-65 convertible trunk-lids are probably the rarest and valuable ones, and you don't want them to get condensation in the

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actress, Lawrence is known for her work on *The Carol Burnett Show*, of which she was a part from 1967 to 1978. She was the only cast member, except for Burnett herself, who stayed on the show for the entire 11 seasons. After *The Carol Burnett Show* ended in 1978, Lawrence and her husband Al Schultz moved with their children to Maui, Hawaii, but after a few years, returned to Los Angeles, where they have remained.



The Carol Burnett show cast.

Her portrayal of the Mama character on *The Carol Burnett Show's* "The Family" sketches was so popular that NBC subsequently created the sitcom *Mama's Family*, elaborating on the Mama character. (Burnett reprised the Eunice Higgins character for the sitcom from time to time.) The series ran from 1983 to 1985 on NBC; after its cancellation from NBC, it was renewed from 1986 to 1990 in first-run syndica-

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## Continentials continued...

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ribs. I think when they made them, they didn't put any protective coating on the metal on the inside of the ribs. All of them will eventually rust out if you don't dip them inside of the ribs. We pour a metal etching primer in the ribs and then we slosh the trunk lid and the hood so that the primer seals all the nooks and crannies in the ribs. When we are done the trunk lid is better than new.



Jensen's 1961 sedan and convertible at the 2000 Western National Meet at Scottsdale.

We have our cars up at our lake in northwestern Minnesota. We have a 50 by 56 foot garage for the nice cars that are finished. It's temperature controlled, dehumidified, and has a security system. I have another area that's about the same size that's not temperature controlled. It's pretty nice storage for rougher cars and parts. Across the lake, I bought a farm with a great big tin shed. It was 45 by 80 feet, and I made it into 60 by 80 feet. It has a dirt floor. That's where I store the parts cars and some restorable cars. The farm has a barn that is full of cars. In addition, some cars are sitting outside which I don't want to do but I have yet to find a place for them.

Question: How do you feel about storing cars in barns?

Jensen: A barn is not that good for storage. I wouldn't store a good car in a barn. If you need to, make sure that the building is well ventilated. What you don't want is a closed in space that's damp all the time. As the temperature goes up and down, it remains damp, and there's constant condensation on the cars. But if it dries out quickly, it's not quite so bad for storage. I've found that cars that I've stored in the tin garage that has the dirt floor have been fairly well preserved because the building has fairly good ventilation. The cars do get wet but they dry quickly. The sun is another killer of cars. Being out in the sun is not good either. The sun heats up the sheet metal and it wrecks the

wiring by making the wires brittle.

Another problem that's coming on with these '60s convertibles is that all the wiring is getting old and brittle. The moving wires are the biggest potential problem, like the wiring assemblies on trunk lids and tops. If you start breaking old wires, you may have to dig them out of a restored car. It's a big job to go retrace a broken wire. This '61 convertible is the first car where we took the entire master wiring harness out and had it rewired front to back. It was about \$5,000 to do all of the wiring, but it needed to be done. The car had spent a lot of time outside, and the wiring became brittle. I probably could have bought a better car for less money. The way I restore a car is I take it all apart, down to nothing. I figure if I buy a nice \$20,000 car, I will take it all the way down to the same point as I would a solid \$3,000 car. So why not save \$17,000 and start with the solid \$3,000 car? You must replace the interior and redo the mechanical anyway. I believe that in the way WE restore cars, the metal will last longer than the metal of an extremely low mileage original car.

Question: Why do you limit yourself to the '60s unibody cars? Jensen: It's a learning curve. The more cars you do of the same type, the easier it is. I really like the cars of the '50s, particularly the 1958-59 and '60. I really would like to get one of these someday, but I don't know if I want to restore one because that would be a new learning curve, a new game. I'm getting too old; I'm 45 now.

Question: How come you haven't bought an early car, like a '20s or '30s Classic, or a Lincoln-Zephyr or an early Lincoln Continental V-12? Jensen: Again to me, it's a learning curve. The problems with restoring those cars are a lot different. I understand it's more of a search for parts, but I would guess that the electrical systems are a lot easier because they're simpler, and there's not a lot of options. I like the '60s for their classic lines, especially the earlier cars, 1961 to 1965. I think they're going to be worth a lot of money someday when people find out that the complicated top systems are very reliable when the entire system is rebuilt from front to back. Most people fix only the part of the system that fails when that part fails. Then they use the car until the next part of the top; then fix that part...and so on. The result is that buyers at auctions have heard horror stories about top systems and won't pay a high price for these

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tion. The show was more successful in the renewed version. She also reprised the Mama character on stage for *Vicki Lawrence & Mama: A Two-Woman Show*.

Lawrence has made appearances on other programs, such as the sitcoms *Laverne & Shirley*, *Major Dad*, *Roseanne*, *Hannah Montana*, and *Yes, Dear*. Between the NBC and syndication runs of *Mama's Family*, Lawrence starred in the 1985 comedy pilot *Anything for Love*, which aired as a special on CBS that summer and co-starred Lauren Tewes and Rebeca Arthur. Lawrence has also appeared with Burnett, Korman, and Tim Conway in the Burnett show retrospectives that were broadcast in 1993, 2001, and 2004. Lawrence played Sister Mary Paul (Sister Amnesia) in the TV special based on *Nunsense Jamboree* that originally aired on TNN in 1998. Lawrence played Mama Stewart (the mother of Robby Ray Stewart and grandmother of Jackson and Miley Stewart) in the hit Disney series *Hannah Montana* alongside Billy Ray Cyrus and his daughter Miley Cyrus.

Lawrence played as  
Mama in an Ohio com-

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*More Continentals...*

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cars. My restored cars very rarely have top failures, and when they do the failure is minor.

In addition, I believe a real classic car is one where people in 100 years will like the car. The '60s Lincolns are that type of car. Kids 15 years old putting groceries in my '63 convertible at the grocery store say, "WOW, your car is cool." They are not that interested in the '50s Chevys. The people who like '50s Chevys are people who admired those cars when they were young.

Question: How many people do you have working for you directly? Jensen: There isn't anybody that's full time for me. That's one of my projects within the next year or two; I'd like to get my own shop. I have some guys who want to do it. I just have to come up with the money. I used to have Byron Bodie, and Gary Arneson do all of my work, but Byron doesn't do it anymore. He used to be a Vietnam helicopter pilot, and now he flies helicopters down in the Grand Canyon. Gary Arneson is probably the main guy here in Minneapolis now. He is an electrical and mechanical wizard, and he and Byron really know these cars. I would like to do something with Gary, get a garage and have four or five cars up on the rack. Of course, Steve at Baker's Auto is always restoring one for me.



The Jensen's with their 1967 Continental convertible which won the Elliston Bell trophy at Shawnee-on-the-Delaware in 1990.

I bought eight cars from Hans Norberg, one of which was a '61 convertible that happened to be about five or six days ahead in production of the yellow '61 convertible.

Remember, I told you that I also have a '61 convertible that is just one serial number ahead of my yellow convertible. I looked in the LCOC Directory in the VIN numbers, and I happened to see that Don Pepper in California had a '61 convertible that was one serial number ahead of mine. I called him,

went to California and ended up buying the car and 12 others. He said I might not want this '61, it's been hit pretty hard, but I said I had to have it if it is at all restorable. It is white with a red and white interior. The problem was that it was hit really hard in the left rear corner.

I took it to the rack to straighten it, and the left rear was four inches to the right, four inches high and three inches forward. I called it the accordion car. I sent it out to Richard Liana, and apparently, he and the guy with the rack have straightened it. Richard is one of the best welders I have ever seen. He can fix just about any twisted wreck.

**Editor's Note: Gordy has some strange** stories to tell. While hauling home, a rose beige 1963 convertible the car caught fire. Gordy didn't know how it happened since the hood was locked shut. The interior burned out. He billed the insurance company more than he paid for the car, collected the money, and he still has the car. (He convinced the insurance company he would have insured it for more than he paid for it.) Once, he bought a car upside down from Don Pepper because the car had fallen off a fork lift. On another occasion, he went up to one of his cars that was stored in a parking ramp only to find objects flying out the window of the 1966 sedan. Upon looking inside, he found a street person living in the car, and he had been living in there for months.



Pure elegance...with a two-year/24,000 mile pledge of excellence.

[illegible]



(Continued from page 8)

mercial, promoting a constitutional amendment that would permit casino gambling in Ohio. Lawrence played Dan's old high-school flame, Phyllis, in an episode of *Roseanne*. She also appeared in a special celebrity-edition episode of the Anne Robinson version of *The Weakest Link*. Playing for a charity, she made it to the final two, but ended up losing to Ed Begley, Jr. As a singer, Lawrence got her start as one of the scores of hopefuls on the syndicated *Johnny Mann's Stand Up And Cheer* program. However, she is most known for her number-one hit, "The Night the Lights Went Out in Georgia", a song written by her first husband Bobby Russell, which was released on Bell Records in November 1972. It sold over two million copies and was awarded a gold disc by the Recording Industry Association of America in April 1973. During the last episode of the sixth season of *The Carol Burnett Show* (March 24, 1973), Lawrence received her gold record by surprise from Carol Burnett. Her first LP, *The Night the Lights Went Out in Georgia*, was issued soon after the single went gold. The song was re-recorded by Reba

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## The Birth of the 1961 Continental



The all new Continental for 1961.

This article first appeared in the May/June 2000 issue of Continental Comments and was authored by Tim Howley. It is an interesting story about how the 1961 Lincoln Continental came to be. There was some behind the scenes drama by those at the very top of the Ford organization. Some thought as though the success of this new model would determine the future of the Lincoln motor car division and if there would be any future Lincolns if this new model failed. Even though the first years did not set sales records as compared to Lincoln's competitor, Cadillac, it was such a styling success that it would be still fresh in people's minds, some 60 years later. Today, it is a much sought after car for collectors looking for a unique vehicle for their first classic car or to add to an existing collection. And now, the 1961 Continental story.

The 1961 Lincoln Continental began, strangely enough, as a Thunderbird. But first, there was a much larger car inspired by the 1958-60 Lincoln Continental. This car had gone so far as to being approved in clay form. It was done under Eugene (Gene) Bordinat, who was head of the Lincoln design studio. But Engel wanted to design both the Lincoln and the Thunderbird. Remember, Bordinat's design team, including John Najjar, had done the 1958-60 Lincoln which was less than an overwhelming success.

George Walker, then Ford's flamboyant vice president of design, was probably told by Ford corporate management to have his Lincoln team design a Continental type Thunderbird. That meant a car with a certain type of greenhouse and simple, classic sides, front, and rear. Walker had two right-hand men. One of them, Joe Oros, was already working on the Ford Thunderbird design. Elwood Engel was chief advanced studio stylist and was a roving stylist through the various studios. John Najjar was his executive stylist responsible to Engel

for the work being done in all of the studios.

One of the studios was an advanced design studio in a very narrow room in the basement. It was referred to as the "submarine" or "stiletto" studio. It was so narrow, in fact, that it was necessary to have a mirror on one wall so that the stylists could see the other side of the clay model. This is where Engel and his team developed the Continental-type Thunderbird. The designers in this studio working under Engel and Oros were Bob Thomas, Joe Orfe, and Colin Neale. Thomas, now an honorary member of LCOC, was sent over to Joe Oros' studio to get the dimensions for the package which hinged on the cowl area.

Engel knew basically what he wanted—two vertical blades or pontoons with a Continental style greenhouse nestled between them. He wanted a thin stainless peak molding running the entire length of the car. While the car would not be a recreation of the Continental Mark II, it would have some of the flavor of that now discontinued car. In its final form, the Continental styled Thunderbird had a peak molding slightly raised at the trailing end of the front doors, a grille similar to that of the 1963 Buick Riviera and a low-slung Continental spare tire hump built into the rear deck and bumper. This was later modified to a rear treatment similar to the 1961 Thunderbird with the jet style tail lights and then rear grille nacelle very similar to what emerged on the 1961 Lincoln Continental. Actually, the designers did two finished full-sized Thunderbird clay models.



1961 Continental dash and interior.

Thomas decided to keep the width of the car the same as the width of the cowl, but he would pull out the plan view at the rear to achieve a wide base for the greenhouse. Thomas likes to tell the story of Walker coming into the studio and asking him if the clay

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McEntire for her 1991 album *For My Broken Heart*. McEntire released the track as a single to country radio in 1992 and it peaked at #12 on the country chart, aided in part by a highly cinematic music video. "He Did With Me", Lawrence's followup to "The Night the Lights Went Out in Georgia", reached number 75 in the United States, although it reached the top 20 of the adult contemporary music charts and also became her biggest hit in Australia, peaking at number one there in November 1973. She followed it up there with "Ships in the night." In the fall of 1975, Lawrence managed one last minor U.S. chart entry on the Private Stock label with "The Other Woman."

In 1974, she recorded her second LP for Bell Records, *Ships in the Night*. The label was in the process of being bought out by Arista, and the LP was not released in the U.S. The LP was, however, released in Australia, where she continued to have chart success. Lawrence's first two LPs were released as a single CD with bonus tracks on April 1, 2014, by Real Gone Music. She released a disco album entitled *Newborn Woman* late in 1979. The

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## The all new Continental for 1961 continued...

(Continued from page 9)

was within package dimensions. "Right on package," replied Thomas. But the day before the presentation to management Bob discovered he was five inches over package at the rear. He and his design team ended up working all night to bring the full-size clay back to package.

When George Walker brought Bob McNamara down to the studio to see the results, McNamara was pleased. Earlier McNamara was pushing to eliminate the Lincoln brand altogether. He did not like the 1958-60 model or its mediocre sales results. But when McNamara saw the Continental-style Thunderbird in the stiletto studio, he suggested it might be made into a Lincoln Continental. This meant going from a 113" wheelbase two-door, as designed, to 123" wheelbase a four-door. This came as quite a shock to everyone because Ford management had already approved the design for the much larger Lincoln Continental. Later McNamara made a strong stand to discontinue the Lincoln but finally was persuaded to give it one more model cycle if this Thunderbird Lincoln was built.

So the Continental-styled Thunderbird clay was brought out of the basement studio and moved into the Lincoln studio upstairs, where it was very successfully remade into a four-door sedan. The design as a Lincoln was finished under Bordinat assisted by Don DeLaRossa, although nobody ever disputed that it was Engel's design. It was Engel who decided to put the dip in the stainless steel ridge in the rear door. A wraparound windshield was eliminated in this car to make front seat entry easier, and the rear doors were hinged at the rear in the interest of easier rear seat entry. While the public insists on referring to the doors as "suicide" doors, they are more accurately french doors or barn doors.

John Orfe did the front end design, and Colin Neale did the rear. Orfe's front end was referred to as the Schick razor design. It was used in variations on both the 1961 Thunderbird and Lincoln Continental. In the Lincoln, it was characterized by a high center bar, and front bumper so low and pulled back that there was a minimum of minor front end accident protection. Bob Thomas worked on the body sectioning and the greenhouse with its distinctive curved side windows, which set an industry trend. The project's chief engineer

was Harold C. MacDonald.

The instrument panel was Engel's design. At first, it looked much like the instrument panel that appeared on the 1961 Thunderbird. Then Engel decided to group the air conditioning and radio controls between two boxes housing the recessed instrument panel and glove box. Detailing the instrument was done by Art Miller and Bob Zokas. This panel was selected over one done by L. David Ash, who was primarily responsible for overseeing the rest of the interior's design working very closely with Engel.

The shorter Lincoln dictated moving the engine and transmission back into the firewall. This meant a transmission hump so huge that the car would be a four passenger model instead of six. To reduce the size of the hump engineers went back to a constant-velocity double-cardin universal joint originally planned for a Continental Mark II Berlin that never was produced. This universal joint, developed by Dana corporation, as used in the 1961 Lincoln Continental, permitted the transmission and propeller shaft to be set at an angle putting the end of the propeller shaft at ground clearance. While keeping the unitized body/frame, designers and engineers had cut a staggering 14 inches off the length of the car, and about 1 1/2 inches were shaved off the width.



The 1961 Lincoln Continental was a major turning point in American automobile design. It enabled Lincoln to turn a profit for the first time since going to unitized construction. It is hard to say whether or not McNamara would have eventually discontinued Lincoln. Shortly after he became Ford corporate president in 1959, he left to become secretary of defense under the new Kennedy administration.

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## The all new 1961 Lincoln continued...

(Continued from page 10)

album produced the minor disco hit "Don't Stop the Music".

As an emcee, she hosted the daytime NBC version of the game show *Win, Lose or Draw*, as well as an unsold pilot for Mark Goodson Productions, 1990's *Body Talk*, and has also appeared often as a popular panelist on such game shows as *Match Game*, *Password*, *Password Plus*, *Super Password*, and various incarnations of the *Pyramid* game show, where she was known for verbally sparring with host Dick Clark on numerous occasions. She also appeared on the 1986-89 version of *Hollywood Squares*, where she appeared both as herself and in character as Thelma "Mama" Harper. Lawrence was nominated a number of times for a Daytime Emmy Award for Outstanding Talk Show Host for the eponymous *Vicki!* (1992-1994), but the show ended after two seasons amid creative battles with her syndicator. In 1997, she hosted *Fox After Breakfast*, which was renamed *The Vicki Lawrence Show*,<sup>[8]</sup> but was cancelled five weeks later due to low ratings. She tours the country with her "two-woman" show with the first half as herself and the second

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The 1961 Lincoln Continental was named Car Life's Car of the Year, plus it won the annual award presented by the Industrial Designers' Institute, an award not necessarily for automobile design.

With this car, the age of fins, gobs of stainless steel, and extensive body sculpturing came to an end. It was followed by a very clean 1962 Pontiac Bonneville and the clean lined Chrysler products beginning in 1965. Soon after the 1961 Lincoln Continental was done Engel went to Chrysler. It was probably George Walker who got Engel his job as head of Chrysler design, and this may have been the reason why Walker was hurried into early retirement. The designers named to receive the design award for the 1961 Lincoln Continental were George Walker, Elwood Engel, John Najjar, Bob Thomas, Gene Bordinat and Don DeLaRossa.

The 1961 Lincoln Continental was of-



1961 Continental engine bay.

fered in only two body styles, a four-door sedan and a four-door convertible. There never was a coupe even though Lincoln had offered two-doors since 1936. There was only one series for the first time since 1939. Both body styles were set on a 123" wheelbase, down from a 131" wheelbase for the previous three years. The engine remained the 430 introduced in 1958. Horsepower was down from 315 to 300, still with a Carter two-barrel carburetor.

The top mechanism of the convertible was derived from the Thunderbird, which in turn was derived from the 1957-59 Ford retractable, which in turn was derived from a Continental Mark II that never was produced.

While collectors rave about the 1961 Lincoln Continental today, the car never was widely accepted by luxury car buyers when

new. Only 22,303 sedans and 2,857 convertibles were produced for the 1961 model year. Figures never got much beyond that until 1964 when Lincoln added three inches of rear seat legroom. Buyers thought the rear seat was too cramped, and they also missed the two-door which did not reappear until 1966.

The key to the car, other than styling, was reliability and a 12-mile road test. The body and frame are welded into one solid piece of steel. Structural sheet metal parts are galvanized, and the body was dipped in rust preventatives before painting. There were more than 200 pounds of sound and weather proofing used—including layers of felt, sound deadeners, and fiberglass pads up to 2 1/2 inches thick.

In each engine, all critical parts were hand matched in sets for perfect balance and fit. Critical parts were chrome-plated or made from stainless steel. The cylinder bores were honed twice. Parts were measured to millionths of an inch. Special insulation was used in the electrical system. There were 189 careful steps in the 12-mile road test. Every engine was tested for three hours. A machine electronically checked the entire wiring system. This was the first Lincoln to be offered with a 24,000-mile warranty.

## More Bob Johnson

(Continued from page 3)

Refuge. Afterward, we will begin our return trip back home. More complete details in our next issue.

It is up to you to HUSTLE, to increase our LCOC club membership. Our personal effort is needed to hustle any person who has an affection for the Lincoln motor car, old or new, classic or custom, driver or show car, hot rod or dragster, work car or beater, or anybody that just loves Lincolns. PLEASE HUSTLE, HUSTLE, AND HUSTLE some more in 2020.

Our Facebook presence continues to grow with likes of up to 257 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook. Please check out our list of all the different Lincoln groups now on Facebook.

As always, keep the journey continuing in our marvelous Lincolns, see you all in 2020.

*Bob and Mary Johnson*



(Continued from page 11)

half done as Mama. She can also be seen on TV in an infomercial for the Big Boss Grill. She is also known for her voice-over work as Flo on the animated series *Hermie and Friends*.

In 2018, Lawrence was seen promoting *The Carol Burnett Show* and other classic television series on the MeTV television network.

Lawrence was married to singer and songwriter Bobby Russell from 1972 to 1974. Lawrence's second husband is Hollywood make-up artist Al Schultz, to whom she has been married since November 16, 1974, and with whom she has two children, Courtney Allison Schultz (born May 5, 1975) and Garrett Lawrence Schultz (born July 3, 1977).

Lawrence and her family appeared on *Celebrity Family Feud* in July 2015.

Lawrence was diagnosed with chronic idiopathic urticaria (CIU) around 2011. She teamed with the Asthma and Allergy Foundation of America and has become the spokesperson for the campaign CIU & You. She appeared on *The Doctors* in 2015 to relay her story and talk about CIU and promote the CIU & You campaign.

From the internet..

## Fuzzy memories of a well spent youth

Over the years, Bruce Frieberg, one of our members has taken pen in hand, or should we say, keyboard in both hands and dashed off an article for us to get a chuckle out of us. You are a very young teenager, living in the country, it is summer, and you are desperately looking for some amusement to eat away at the long summertime hours filled with absolute boredom. If left to their own devices, imaginative children will rise to the occasion and will come up with a plan, crazy or not, to fill those summer hours.

Here in mostly Bruce's own words is his story, teetering on the edge of adventure and disaster. Bruce further advises that young, impressionable children should not be allowed to read this or try any of these escapades at home.



A 1959 Ford wagon, similar to the one that Bruce's friend Berry had access to.

It was a 1958-59 Ford or Chevy; I don't remember the color, or size of the engine-but, it could haul up to 12 kids. It had the luggage rack on top, and 4-door handles you could grab.

We kids had two summers of fun with this car, (1960-1961). There was a dirt road 1/2 mile long off the main road into the woods with 10 houses and 20 kids, ages 7-16, 14 boys, 6 girls (ugh). For years it was baseball in summer, football, then, snow sliding, ice skating, snow ball fighting. We made our own fun.

In the summer of 1960, Berry (name changed to protect the innocent) got his drivers permit. He drove around the neighborhood with his mom. Some of us would hop in and go up to the main road and turn around and come back. After a week of this, she got tired of it and told him you are on your own but no riders in the car with you. That's when the real fun started. The next day he rolls up to where we were playing, said, want to go

for a ride? Eight of us ran to the car, Berry and his brother then locked the 4 doors and said, "mom said no riders inside" so grab on and lets go. Three of us jumped on the hood (I was in the middle-good thinking), and grabbed the back of the hood by the windshield wiper blades. Three climbed up to the luggage rack, the other two split-up on each side of the old station wagon and grabbed the front door handles, then put one foot in on top of the rear door-handle, and away we went, all hanging on for dear life.

We went up to the main road, turned around, and started to come back down the dirt road. We were about a block away from the turn where we started, and the car began to sway back and forth, Scott on my left started to slide off, but, grabbed my leg. On top, two of the guys were hanging on the luggage rack, but on the side of the wagon. The driver saw this, and instead of stopping he speeded up to get to our stopping location. Seconds later, we made it 4 guys not jumping off, but fell off. I was about three seconds from falling off too, with the wiper-blade sticking straight-up with Scott hanging on to me and dragging his feet. NO INJURIES (Barry's dad later said, what happened to the wiper-blade? aah, the football hit it. That's your story? Yep)

For the next couple of weeks, we would just grab the handles or back bumper and slide on the dirt road with our tennis shoes on. The road was tarred around the houses, so the rubber shoes did not work to well. On the tar, you could only slide about 3-4 feet. But, your Sunday shoes worked great with the shiny soles, and you could go for blocks.

Now, usually, 3 things would happen; remember this is before helmets, elbow, or knee pads.

1. you fall (or get tired) and let go and slide on your face, hands, shoulder, legs, knee's, or turn over on your back a slide-that was fun, then go home with half the dirt road under your skin, or clothes all chewed up from the tar.

2. keep hanging on til the car stopped, even if you fell, you could slide on your knees and toes, or grab the guy next to you as you fall off and make him the cushion like Scott did most of the time.

3. let go and start running with the hope your legs can move as fast as the car was going.

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## *More memories continued....*

Sometimes your legs would move faster than they were capable. Then you lowered your shoulder to get ready for the impact and hoped you made it onto the grass or ditch to ease the pain.

The worst of these three happenings was going home. You had some major explaining to do. Mom would start out. What in blue blazes happened to you? Or, those are your new shoes, or I just bought that shirt. If she wasn't around, I'd find the glue and use it to glue the leather on the shoe that was peeled back. But Sunday would always come and I'd get caught, or hid the torn clothes in the hamper. But then, wash day came, and I'd get caught. My excuses were just playing, or the washing machine did it. Mom would bring up the old refrain about how many times do I have to tell you two knuckleheads, no playing in your Sunday shoes or new clothes. People must have thought we were poor because of all the patches on our clothes and of course, our scuffed up shoes, but then all the other boys had just as many patches as my brother and I.

Months later, Barry got his license. Now, 8-10 would hop in the wagon, and we'd drive around town looking for a Little League Baseball field with other kids playing and join them. After playing ball, we'd drive to the beach for a swim. After the swim, we'd drive to a new house being built after the workers went home, and play tag on the framed walls of the house. A two story framed house was the best with no windows or doors in yet; you had 3 levels to hide.

One Saturday afternoon at a new house, the owner came and chased us off. He was too slow to catch anyone, but when 8-10 kids split at once, which one do you go after. When we all got back to the car, it was said that guy was Round House Rodney. (He was on the TV show Lunch with Casey Jones, as Casey's side kick, Monday-Friday) Well, we went swimming then came back to this location and he was gone, so, tag your it, Bruce. We did this for 2 summers, maybe once a week. The down side of this fun was, sometimes jumping off the framed wall into the dirt pile might be a big rock under the dirt, but you just call "timeout," then couple minutes later-yell "back in." Another time would be when a wall would collapse; we'd all run, jump into the wagon, and beat it back home. The worst one for me was explaining to my mom how I stepped on a nail playing baseball. Then off to the doctor's office for a tetanus shot. That hurt like the dickens.

Toward the end of the second summer, Barry got a big time Bow and Arrow set. We would meet at his house to get in the wagon to go play ball. While we waited till he finished shooting at the practice target, he knew we were bored. So, he points an arrow into the air and lets it fly, waiting for a second, then YELLS "RUN I DON'T KNOW WHERE IT WENT." Into the garage, the porch, under the wagon, grab tight the nearest tree, till it came down. It landed in the yard; Barry went over, grabbed the arrow and shot it up in the air again. Everyone grabbed their spots again. This went on for the rest of the summer. Shoot the arrow into the air. Then

Barry would point in the direction it was going we'd move in the opposite direction. I usually followed Barry cause I knew he didn't want to get hit. (one time one landed about 5 yards from us). Most of the time they landed in the yard. But, a lot landed on tree limbs or in the woods. A couple landed on the roof of the house. Those were taken down, like right now. I think he bought about 20-30 arrows during that time. Told his dad, "I hit the rocks behind the practice target and they break." That's your excuse, Yep.

The only time I got scared was when my little brother showed up. What excuse could I have if he got an arrow stuck in him playing baseball? So, its in the air and I'd shove my brother in the garage or under the wagon. That came to an end when at supper, one night, my mom said, "Bob, what did you do today" Well, the FLYSWATTER came off the wall that hurt and I got grounded for a long time. Barry's end came when a couple of days later when an arrow landed on the hood of the station wagon. Then a couple of weeks later, I hear my dad say again, "we are moving-to many close calls."



Bruce Frieberg and his brother Bob with their new toys.

SIDE NOTE: Between the two summers for Christmas, Bob got a Roy Rogers gun and holster set, I got a bow and arrow set with rubber tips. Over time the rubber tips would break-off as mine did. After supper that one night my Christmas present was never seen again. After high school, I saw some of the girls from the old neighborhood and HUBA-HUBA; it was on to new adventures.





## The Welcome Wagon

by Francis Kalvoda Willmar, Minnesota. 320-235-5777  
email: [fjk@charter.net](mailto:fjk@charter.net)



The all new "Welcome Wagon."

Welcome to March!! Spring will be here soon. Micki and I are eager to see warmth and sunshine. Hopefully, it will be a beautiful day, April 1, when our Lincoln MKW is scheduled to arrive. More on that next month. Look for new LCOC members!

This month we welcome **JERRY and CAROLE MEHR**, 9054 378th Street, St. Joseph, Minnesota 56374, 320-293-5290, [jermehr@hotmail.com](mailto:jermehr@hotmail.com). Jerry and Carole are long time car enthusiasts.



Their 1924 Model T Touring Car was used at their wedding in 1968, and at the weddings of each of their seven children. The Mehrs like convertibles. Their 1963 Pontiac Lemans, 1963 Pontiac Catalina, 1959 Metropolitan, and 1960 Lincoln Mark V are all convertibles. They recently sold a beautiful 1963 Thunderbird convertible and an awesome 1936 Chevrolet Coupe to make room for the 1960 Lincoln, currently being restored. When not cruising down the road in a convertible, Jerry enjoys getting behind the wheel of a 1932 Irish Fordson Tractor to do some neighborhood vintage plowing. Their 17 grandchildren enjoy parading in a Model T go-kart that was built in 1959. Jerry enjoys wood working in the winter and working on cars and enjoying car events in the summer. Carole and Jerry have been retired for 19 years and enjoy traveling.



The Mehr's newer road car is a 2007 Lincoln Town Car.



Jerry's latest project is a 1960 Continental Convertible.



Sometimes fun comes in small packages.



Jerry's 1963 Catalina.



Jerry really likes convertibles and this 1963 Pontiac Lemans is one nice ride.

They have visited about 50 countries, including India, last November. Meanwhile, Jerry and Carole enjoy the comfort of their 2007 Lincoln Town Car. They are members of the Little Falls Lone Eagle Car Club and the Great Northern Model T Club of Central Minnesota. Over the years, the Mehrs have enjoyed a variety of automobiles and look forward to enjoying their 1960 Lincoln convertible.

Whatever Jerry and Carole are driving, we will enjoy seeing them at North Star Lincoln and Continental Owners Club events.



# Preview of Coming Events

- March      **Sunday Brunch**, Dehn's County Manor, Fernbrook Lane Maple Grove, Minnesota  
March 8 at 11:30 a.m.
- April      **Sunday Brunch, April 28, 2019** at the Roasted Pear, Brooklyn Park, 9690 Colorado Lane, at 11:30 a.m.  
**Classic car club Roundup**, 4 to 8 p.m. April 14, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley Minnesota
- May      **12th Annual Memorial Weekend Lincoln car show**  
Bloomington Lincoln, Saturday, May 23 , 2020, 10 a.m. to 2 p.m.  
**Lincoln car display, and ART-A-WHIRL** Saturday, May 16, 2020  
11:30 a.m. to 3 p.m., hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis  
**Classic car club Roundup**, 4 to 8 p.m., May 12, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley, Minnesota
- June      **Saturday, June 29, 10:00 p.m., 2:00 PM North Star Region**,  
17th Annual Classic Lincoln Out State Car Show Where?  
**Classic car club Roundup**, 4 to 8 p.m., June 9, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley, Minnesota
- July      **Classic car club Roundup**, 4 to 8 PM, July 8, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (M 55) Golden Valley, Minnesota  
**Maple Grove Days Car Show**, Saturday, July 11, 10 a.m. to 4 p.m. on Main Street.
- August      **August 2 - 9, 2020, Seventh Annual Lincoln Homecoming** taking place at both Dearborn and Kalamazoo, Michigan. More details in our next issue, or visit [lincolncarmuseum.org](http://lincolncarmuseum.org) for more information or to register online. Event availability is rapidly filling up, we urge you to sign up now.



## 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



**Brunch Alert, Sunday, March 8, 11:30 a.m.**

**Dehn's Country Manor**

**11281 Fernbrook Lane, Maple Grove**

The nice weather is on the way, and we should have a nice sunny day for us all to get together for food and fellowship.

We will see you all there on March 8.

Not our usual brunch buffet, but a wide variety of menu choices will enable you to satisfy your hunger with very good food at a very reasonable price. You cannot afford to stay hungry at these prices.



It is time to visit the Roasted Pear again. This is a perennial favorite, with good service and good food. Better yet, the prices are reasonable.

Let's get the group together once again for some tall tails about your favorite Lincoln and to generally enjoy what should be a very nice day.

**See you there on Sunday, April 26,** at 11:30 a.m. The Roasted Pear is located at 9690 Colorado Lane in Brooklyn Park.

We have been there before several times and both the food and service are really good. The weather will be the best and you should even be able to get the classic Lincoln out to make the journey in style. Plan on joining us April 28.

## COMING UP THIS MAY....

**Come join us for a Lincoln car display, Saturday, May 16, 10 AM to 3 PM,** hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. Held in conjunction with the Central Avenue ART-A-WHIRL, there will be many exhibits and activities for all to see and enjoy.

**It is time for our All Lincoln Car Show Saturday, May 23, 2018, 10 am - 2 pm** Bloomington Lincoln, 1001 Clover Drive, Bloomington, Minnesota.

All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. Invite anyone you know who owns a Lincoln to join us at this show.