

My Pride And Joy



“Shultz” is a beautiful, powerful and fast 1962 Continental and is owned by John Wessel

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.

My partner Debbie names her cars. And mine. Over the years she has had “Gracie”, “Zachary”, and “Sydney”. She named my 1962 Continental “Mutt”. I didn’t find that very flattering, and it certainly doesn’t have the class of “Gracie”, but her reasoning was that it was an appropriate name since it had a Dodge engine, GM transmission, and Ford rear end. I suggested that she find an alternative. Since we are both of German descent, she asked what “tank” translated to in German. It’s “panzer”, another name I didn’t find very appealing. After some discussion, I came up with “Schultz”, the name of the German prison guard on the TV show *Hogan’s Heroes*, played by John Banner. She reluctantly agreed, so Schultz it is.

Sitting underneath a shade tree behind Schultz at the 2016 Mid-America Meet in Dayton was very entertaining. With the hood up, the 6.4L Hemi engine was on full display. The reaction from viewers ranged from shock to amazement to laughter. All had questions. Most complimented the quality of workmanship, some mentioned the lunacy of it, and I enjoyed talking to all of them. That meet was Schultz’s first outing beyond the confines of Southwest Missouri, and we had a great time. But I digress. The crux of the matter is this: why does one put a Hemi into a classic Lincoln?

My father owned numerous cars in his lifetime, but two that always stood out

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Board Of Directors - 2016

| Title | Name | Phone Numbers | email | Term Ends |
|-----------------------------|----------------|----------------------------------|-------------------------|-----------|
| Regional Director | Bob Johnson | H(651)257-1715 | arborbob41@aol.com | 2017 |
| Secretary | Roger Wothe | H(952)473-3038 O(952)583-5339 | rwothe@mchsi.com | 2017 |
| Treasurer | Matt Foley | C(612)280-4930 | mcfoley@earthlink.net | 2018 |
| Activities Director | Jay White | H(952)432-5939 | jay@jwhiteandassoc.com | 2017 |
| Director | Bob Roth | H(763)475-1429 | | 2017 |
| Publications/ Membership | Dave Gustafson | H(952)435-1919 | davidwgustafson@att.net | 2018 |
| Director | Tom Brace | H(651)644-1716 | trbrace@comcast.net | 2018 |
| Director | Eric Chinquist | H(612)781-7622 | echinquist@yahoo.com | 2018 |
| Director | Richard Eilers | H(218)393-5747 | dickido@aol.com | 2017 |

Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Pride and Joy Continued...

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in my memory were his big burgundy '40s Lincoln convertible and his white Mark II. He moved to Cadillac in his later years, before venturing into the electrically-challenged world of Jaguar and Rolls Royce. But I remember the Lincolns. Like him, I've also owned numerous cars in my life. Most were muscle cars, some were not. But I never owned what most people would consider a classic car, and I had never built a car from the ground up the way I wanted it. I wanted a car that was beautiful, iconic, fast and reliable.

My favorite Lincoln is the Mark II, but at 6'5", I just don't fit. Plus, modifying a Mark II is just not right. I had a '72 Mark IV at the time I decided to embark on this project, but it also was a bit snug. The '60s Continentals are one of the greatest body styles of all time, and certainly have withstood the test of time. Simply mention "suicide doors" and everyone knows what car you're talking about. They're roomy, too. That car was to be my starting point. In researching the Continentals from the '60s, I found that I liked the grille, rear end treatment, and dash of the '62 the best. Now that I knew what car I wanted, it was time to find someone to build it.



A modern "Hemi" under the hood makes "Shultz" go faster than any other '62 Continental.

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Trivia from the Internet



The St. Louis Arch

The Jefferson National Expansion Memorial is a park located in St. Louis, Missouri, near the starting point of the Lewis and Clark Expedition. It was designated as a National Memorial by Executive Order 7523, on December 21, 1935, and is maintained by the National Park Service.

The park was established to commemorate: The Louisiana Purchase, and the subsequent westward movement of American explorers and pioneers; the first civil government west of the Mississippi River; and the debate over slavery raised by the Dred Scott case.

The memorial consists of a 91-acre park along the Mississippi River on the site of

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Editors Message

August 2016

The four-day tour through Iowa and Missouri was a success, in spite of the high heat and humidity. Bob Johnson mentions it a bit further in his ramblings, so I will only briefly touch on it. It wasn't so much about the cars as it was just getting a bunch of really nice people together and having fun. We have some pictures that capture the moment, but due to space and time limitations, publishing them will have to wait till next month. Suffice it to say, that if you missed the trip, you missed a lot of good times with good people. Lincoln owners just seem to have a bit more fun than other people.

Other regions are hurting for members. The North Star region seems to be doing well, and it doesn't take a rocket scientist to figure out why. North Star members are active, fun loving folks that truly enjoy going out and spending time with similarly minded people. We have found out that it takes more than an annual meeting/event, but a number of different types of activities that appeal to a broad segment of our membership. Whatever we do as a club, it must provide a good experience for our members and at an affordable price. We do value the opinions and ideas of our members, we are here to serve your needs, let us know how we can make things even better.

By the time you receive this month's newsletter, the Second Annual Lincoln Homecoming at Hickory Corners will be only about two weeks away. If you plan to attend, and we

hope you do, please contact Bob Johnson right away. He will be glad to help you any way he can. Phone him up now, Mary might even be standing by to take your call, 651.257.1715. This event is hosted by the Road Race Lincoln Register, and let's support them the best way possible, by attending the Lincoln Homecoming.

The trip down thru Iowa and Missouri was quick, uneventful and cool, made possible by taking the MKT,

rather than an older vehicle. I even remembered to turn on my cooled seats. Go ahead and laugh, but on a really warm day, it makes your back side feel good. You don't have that in your Town Car, do you. Even though we had record high temperatures, highway speeds for the most part over 75 mph, the lower efficiency of an all-wheel drive car weighing in at 5,200 plus pounds, it was still possible to hit an overall trip average 22 mpg. I am sure with a

new MKZ, you could easily add 3-4 miles per gallon to that number.. or more. Lincolns today are just great road cars, but you need to take one out for a drive. Visit your local Lincoln dealer, preferably Morries Minnetonka and take one out for a test drive. They will sell themselves after 15-20 minutes behind the wheel. Lincoln sales numbers are going up each and every month. The new models are the best Lincolns ever made.

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



Sweet Olga's favorite aunt, Samara, who is also our west coast correspondent is looking a bit frazzled. She and her humans, Andrea and Don could not find an interesting Lincoln to report on after searching all morning a couple of weeks ago. It's a dogs life....

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the earliest buildings of St. Louis; the Old Courthouse, a former state and federal courthouse that saw the origins of the *Dred Scott* case; the 45,000 sq ft Museum of Westward Expansion; and most notably the **Gateway Arch**, a steel catenary arch that has become the definitive icon of the city.

The Gateway Arch, known as the "Gateway to the West", is the tallest structure in Missouri. It was designed by Finnish-American architect Eero Saarinen and structural engineer Hannskarl Bandel in 1947 and built between 1963 and October 1965. It stands 630 feet tall and 630 feet wide at its base. The legs are 54 feet wide at the base, narrowing to 17 feet at the arch. There is a unique tram system to carry passengers to the observation room at the top of the arch.

Underneath the Arch is a visitor center, entered from a descending outdoor ramp starting at either base. Within the center is the **Museum of Westward Expansion**, exhibits on the history of the St. Louis riverfront, and tram loading and unloading areas. Tucker

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Directors Message by Bob Johnson August 2016



The rain came and went, only to be replaced by some very warm and uncomfortable days. Fine, if you plan to stay inside, up close to the air conditioning vent, but not so good if you are planning on a road trip down through Iowa to Missouri and back. Heat is brutal on both humans and old cars, even if they are very well built Lincolns. Sometimes, you just have to go with what makes sense and pick comfort, rather than make a statement

about driving that classic Lincoln, no matter what the weather.

While we didn't get rained out on our four-day road trip, most of us felt like steamed potatoes once we stepped outside our a/c equipped cars.

We were off and running Thursday morning, July 21, on the first leg of our journey and it was an uneventful few hours down to Boone, Iowa, where we stopped for lunch and met up with Hans and Neil Goeppinger. The Goeppingers are most interesting. They like to collect a lot of different things and have something for almost everyone in their odd, but fascinating collections. And, they like to talk about their travels along the way and why they collect the stuff they have. Hans and Neil have their late father's Continental Mark II convertible. It is the only Mark II formally authorized by Ford to have been produced. There is a lot of history behind this car and we will print some more of it in a future issue. We were unable to see the Mark II on this trip as it needs a little more attention before it is available for public showing, perhaps next time we visit, it will be ready.

Friday morning it was on to Kansas City and a tour of the Hallmark museum... "If you care to send the very best" seems to almost hang in the air here. Most people just don't realize the interesting past that the company has and everything they are into today. In the afternoon, we continued our trek on to O'Fallon, Missouri and the Holiday Inn Express, where we would spend the next two nights.

Our host, Dick Koop did a magnificent job of arranging dinner for Friday evening. Beef brisket, which you could cut with a fork and pulled pork, were a hit with the crowd, and the best part, it was served up at the hotel. We could enjoy dinner by ourselves without having restaurant wait staff continually hovering over us and encouraging us to leave, so that they could turn the tables over.

Due to time and space limitations, we can't go into detailed coverage of this tour, but we will acknowledge those who braved the hot weather to join us on this great four day tour: Bill Allen and Donna Nelson, MN; Steve and Katie Amant, MO; Paul and Deb Andahl, ND; Perry Bush, WI; Richard Eilers and Gaye Purvis, MN; Karl and Sharon Flick, MN; Hans and Neil Goeppinger, IA; David Gustafson, MN; John and Jupei Hannon, IN; Bob and Mary Johnson, MN; Walahn and Bonnie Kilgore, MO; Dick Koop, MO; Roger and Jan Leppla, MN; John and Joanne Lower, MO; Mark Lauders, MO; John McCarthy, IL; Ray and Jeanine Nelson, MN; Don and Donna Peterson, MN; Rich Peterson, MO; Bob Roth, MN; Gary Sailor KS; Jerry Seibert and Sue Sammons, IL;

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Theater, finished in 1968 and renovated 30 years later, has about 285 seats and shows a documentary (Monument to the Dream) on the Arch's construction. A bronze standing full-length portrait of Thomas Jefferson, done by A. Lloyd Lilie, a nationally renowned sculptor, stands inside the entrance of the Museum. The casual pose represents the ease with which Jefferson was able to move seamlessly among his many interests and areas of expertise. He was a president, statesman, ambassador, architect, farmer, and a framer of the Declaration of Independence. The standing pose illustrates his tireless efforts for his young, developing, and independent country.

The memorial was developed largely through the efforts of St. Louis civic booster Luther Ely Smith who first pitched the idea in 1933, was the long-term chairman of the committee that selected the area and persuaded Franklin Roosevelt in 1935 to

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

Thursday, July 14, 2016

Regional Director Bob Johnson called the meeting to order at 7:00pm at Morrie's Minnetonka Ford/Lincoln Dealership. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Dick Eilers, Matt Foley, Eric Chinquist and Roger Wothe. Other Regional members present were Mary Johnson, Barb Wothe, and Gaye Purvis.

DIRECTORS REPORTS

Regional Director Bob Johnson reported:

July 16: Maple Grove Days Car Show 10:00 to 3:30pm. Meet at Perkins at 8:00am.

July 21- 24: Koop's Outstate Car Show, Moscow Mills MO.

August 10 - 14: Second Annual Lincoln Homecoming, Hickory Corners MI.

August 27: Train Day at Bill Juring's Outdoor Garden Railroad.

2017 North Star Board of Manager's election will be in October. Terms end December 2016 for Roger Wothe, Dick Eilers and Eric Chinquist.

Lincoln Museum Endowment Funds needs our support for raising funds.

We need a host hotel for the 2018 Mid America Meet.

Treasurer Matt Foley reported the treasury balance to be \$2,310.92 with all bills paid.

Membership and Publications Director Dave Gustafson reported that there were approximately one hundred forty-five paid members. He continually whines about needing more "My Pride and Joy" articles. Can someone please send him an article so he will stop complaining.

Harvey Oberg still has grille badges for sale.

There being no further business, the meeting was adjourned at 7:45pm. The next Board meeting will be Thursday, August 18 at 7:00pm at Morrie's Minnetonka Ford/Lincoln.

Respectfully submitted by Secretary Roger Wothe.

Pride and Joy continued...

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make it a national park after St. Louis passed a bond issue to begin building it, and who partially financed the 1947 architectural contest that selected the Arch.

In the early 1930s the United States began looking for a suitable memorial for Thomas Jefferson (the Washington Monument and the newly built Lincoln Memorial were the only large Presidential memorials at the time).

Shortly after Thanksgiving in 1933 Smith who had been on the commission to build the George Rogers Clark National Historical Park in Indiana, was returning via train when he noticed the poor condition of the original platted location of St. Louis along the Mississippi. He thought that the memorial to Jefferson should be on the actual location that was symbolic of one of Jefferson's greatest triumphs—the Louisiana Purchase.

The originally platted area of St. Louis included the site

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Carl Cones of C&J Muscle Cars in Lebanon, MO, ultimately became the man who would transform the Lincoln. Carl and his crew are very knowledgeable and proficient in their craft, and have experience in installing modern drivetrains in classic cars. Once Carl and I agreed to work together, it was time to find a car. I anticipated it would take 6 months to find the right car. It had to be straight, it had to be rust-free, and I really didn't want black. If the right car turned out to be black, I was going to change the color. It seems like there are more black slab sides in the world than the Lincoln Motor Company ever built, and I didn't want to be one of them. As luck would have it, within 2 weeks Carl found a car up in Lee's Summit, MO, about 3 hours north of me. It was straight, rust-free and was a color I later found out to be named Silver Mink, which I really liked. We made a deal with the seller, including selling him back the original drivetrain. Carl picked up the car and drove it back, stopping by my store on the way to his shop so I could see it in person. It would be the first and last time I would see it in one piece.

We originally thought of installing a Boss 302 motor, but the electronics were very daunting, and in retrospect, it probably would have been too tall to fit under the hood. I own a couple of new Dodges with the 6.4L Hemi, and I like the motor. With 485 horsepower and 485 ft/lbs of torque, it will propel my Dodge Challenger to 175 mph. I felt it would certainly be sufficient for the Lincoln.

I wrote an article for *Lincoln and Continental Comments* a few months back detailing the technical aspects of

the build, so I won't rehash that information here. Suffice it to say that it was a challenge. Carl removed and installed the Hemi 20 times trying to get it to fit. Fitting the GM transmission to the Hemi, and then to the Currie 9" rear end required adapters, as well as more fabrication work. Then there was the matter of computers, software, wiring, etc. The build took over 2 years, and is still a work in progress. With the enormous amount of fabrication involved, there are still some small details to be worked out. It's important to note that except for the frame rails where the motor is mounted, no cutting was done to the body or dash. Except for the wheels, the car looks completely stock.



The stock looking dash belies what a really modern performer this car is.

The trip to Dayton was to be our first trip out of the area, about 700 miles one way. I had driven the car a couple hundred miles, but never very far from home. I have to admit I was a bit apprehensive. I made up my mind to accept small problems, but hoped that it would not leave us stranded or that the a/c would quit working. Schultz didn't let us down.

Driving down the highway, people pulled up alongside to take pictures and videos. We got lots of thumbs up.

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of the Three Flags Day ceremony in 1804 in which Spain turned over Louisiana to France for less than 24 hours before it was turned over to the United States clearing the way for Lewis and Clark to legally begin their exploration (which Spain had specifically prohibited)

*Almost all of the historic buildings associated with this period had been replaced by newer buildings. His idea was to raze all of the buildings in the original St. Louis plat-
ted area and replace it with a park with "a central feature, a shaft, a building, an arch, or something which would symbolize American culture and civilization."*

Smith pitched the idea to Bernard Dickmann who quickly assembled a meeting of St. Louis civic leaders on December 15, 1933 at the Jefferson Hotel and they endorsed the plan and Smith became chairman of what would become the Jefferson National Expansion Memorial Association (a position he would hold until 1949 with a one-year exception).

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More Pride and Joy

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Almost every stop for food or fuel resulted in a conversation and more pictures. People were drawn to the car like a magnet. Some loved the color, some remembered the suicide doors, and some read the word "HEMI" on the license plate and wanted to see under the hood.

We found a few issues. The solid 20" Centerline wheels don't let air to the brakes, and we warped the rotors from the excessive heat. The vast expanse of glass means the car is warm even with the air conditioning on. At 75 mph the wind noise is excessive, even though the windows seal up well. I have to remind myself that this car was not designed to be driven at 75 mph. Now that we're back home, the brakes will get cooling ducts and the glass will have clear UV-blocking film installed to keep out the heat. We hope to have it back on the road in time to drive it to Moscow Mills later in July.



We have plans to go to Pigeon Forge, TN, in the fall for a street rod meet. From there, we'll keep the wheels turning every chance we get. The car was built to drive, and that's what we intend to do: racking up the miles and smiles in Schultz, the Hemi-powered hot rod Lincoln.



The '62 Continental

Except for somewhat minor changes to the front grille and bumper, and the rear deck lid grille, the 1962 models did look just like the 1961s. And that was absolutely intentional. Because regular, sweeping styling changes were not being undertaken, that allowed Lincoln to invest more time and money in improving what it felt was a landmark design. This meant better quality materials were being used, and components were being installed that could offer a longer life with less maintenance. Because this year's model looked a lot like last year's model, owners found that their used Lincolns were worth more at trade in time, adding more value to their initial purchase.

Lincoln's beautiful 1961 styling was a revelation to the industry, and by 1962 the first results of shocked stylists at other companies were being seen. In a dramatic move, Imperial chopped off its tail fins completely, perching its trade mark slim, circular tail light assemblies atop the rear fenders. The result was an Imperial that looked longer and much sleeker than before. Cadillac was stuck with its 1961 styling, but "squared up" its '62 design by eliminating the oval rear bumper ends and replacing them with rectangular ones. The round front parking and turn signal lights also got the rectangular treatment. The most substantial evidence that Cadillac was paying attention—and responding to Lincoln's design—was with the 1963 models, which were very different from what had come before from Cadillac. Cadillac worked in two year styling cycles, and Lincoln's influence on American

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The Commission then defined the area, got cost estimates of \$30 million to buy the land, clear the buildings and erect a park and monument. With promises from the federal government (via the United States Territorial Expansion Memorial Commission) to join if the City of St. Louis could raise money.

The area to be included in the park was the Eads Bridge/ Washington Avenue on the north and Poplar Street on the south, the Mississippi River on the east and Third Street (now Interstate 44) on the west. The Old Courthouse, just west of Third Street, was added in 1940.

The only building in this area not included was the Old Cathedral, which is on the site of St. Louis first church and was opposite the home of St. Louis founder Auguste Chouteau. The founders of the city were buried in its graveyard (but were moved in 1849 to Bellefontaine Cemetery during a cholera outbreak).

Taking away 40 blocks in the center of St. Louis was bitterly fought by some sources—particularly

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The '62 Continental continued....

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luxury car design would remain for much of the sixties.

The 1964 Imperial would be completely new, and would flatter the Lincoln design considerably with very sleek, clean lines that the Imperial wore very well. The relationship between the Lincoln and Imperial designs at this point was quite clear: the man largely responsible for the beautiful Lincoln design in 1961 had left Ford and was now working for Chrysler. The '64 Imperial was his first opportunity to make his mark on that legendary automobile. The man's name? Elwood Engel.

Lincoln's sales improved modestly in 1962, with a production increase of 5,897 cars. This still fell far short of what Cadillac was selling, but Cadillac at this point had a history of styling marks that identified the cars as Cadillacs, and Lincoln was at this point in its fifth completely new design in a ten-year period, none of which really defined what the Lincoln look was until the 1961 models. It would take some time for the public to see that this was indeed a design that Lincoln would stay faithful to. Also, quality control issues had plagued the previous 1958-1960 models, and that gave the Lincoln brand a somewhat tarnished reputation, although the 1961 models did much to repair that. Actually, the 1960 models had addressed most of the initial problems, but the styling wasn't loved by many, so some potential 1960 Lincoln customers didn't even consider them.

Lincoln would indeed move forward with this design, very carefully updating it each year, but the basis for styling changes would be improvement of the original design, avoiding sweeping changes that would date it.

In the May 1962 issue of *Motor Trend* Magazine, the editors compared the Lincoln Continental with a Cadillac Fleetwood Sixty Special and an Imperial LeBaron. It was noted that the Continental was the least expensive of the three, and the editors felt it was also the sportiest of the three cars. Any negatives were offset by positives: with the two-barrel carburetor feeding fuel to the 430 V-8 engine, the Continental was the slowest of the three in acceleration, with a 0 to 60 mph time of 12.4 seconds, compared to 11.0 for the Imperial and 10.8 for the Cadillac. However, the Lincoln was the only one of the three that was capable of laying rubber on full acceleration, and it also provided better fuel economy. Perhaps one of the best examples of Lincoln quality lies in this fact: speedometer error all the way up to 80 mph was zero.

Many years of service have proven these Lincolns to be durable and dependable. Even examples that have languished for years in a garage without being touched can often be brought back to life with a little time and effort. This is a result of the quality designed and built into these cars from the very beginning. Once put back into service, these cars may exhibit electrical problems with their power windows or seat, which are usually due to small issues that can be easily repaired, but they still prove to be reliable enough to get you from where you are to where you're going without issue. Not bad for a car that was never envisioned to last this long.

The public can readily identify these Continentals, a testament to their enduring styling which is now very much a part of American culture.

A full restoration on one of these cars is expensive and will take some time to do properly. Our typical advice

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the *St. Louis Post-Dispatch*. On September 10, 1935, the voters of St. Louis approved a \$7.5 million bond issue to buy the property.

The buildings were bought for \$7 million by the federal government via Eminent domain and was subject to considerable litigation but were ultimately bought at 131.99 percent of assessed valuation. Roosevelt inspected the memorial area on October 14, 1936 during the dedication of the St. Louis Soldiers Memorial. Included in the party was then Senator Harry S. Truman.

The land was to be cleared by 1942. Among the buildings razed was the "Old Rock House" 1818 home of fur trader Manuel Lisa (now occupied by the stairs on the north side of the Arch) and the 1819 home of original St. Louis pioneer Jean Pierre Chouteau at First and Washington.

The architectural competition for a monument was delayed by World War II. Interest in the monument was fed after the war as it was to be the first big monument in the post-World War II era.

The estimated cost of

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A bit more on the 1962 Continental

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applies here as well: buy the best one you can find. It will always cost more to restore one than it will ultimately be worth. If you do undertake a restoration on one of these cars, do it for the joy, love, and satisfaction of preserving one of these great machines. Having a classic car is a hobby, and like all hobbies it will cost money and take time. The enjoyment you'll experience when you're done makes the sweat and bruises worth it.

And if you would like to make some new friends, there's nothing like a classic car out for a drive on a sunny afternoon to attract attention. Visit a car show, even if you don't enter your car in the show, and you'll find lots of people with similar interests.

Best bets for a 1962 Lincoln Continental are the Convertibles, of course. But the Sedan is good as well, for those who don't care for the drama of a top down experience. Look for a car with factory air conditioning, most seem to prefer them today, unless you live in a part of the

world where air conditioning isn't really necessary.

1962 represented: Thinner 1-inch

whitewall band for tires; Rear door courtesy lights on Sedans (late); Headlights raised 1 inch; Steering wheel raised 3/4ths of an inch; Wider and flatter; convertible top bows (3/4 inch lower); Squarer rear door upper window design on Convertible; Power vent window option; Power antenna option; Remote trunk release option; Remote Control Rearview Mirror option (late); Automatic headlight dimmer option.

Continuity of style was a focus for Lincoln during this time. It enabled Lincoln to spend more resources on improving quality and durability, and helped used

Lincolns to retain their value better. Appearance and styling changes were minimal in 1962, but there were many improvements under the hood, as well as to other components to make the cars quieter and last longer with less maintenance.

From the internet...

1961 - 1967 Continental Production Numbers

| Model Year | Body Style | Price | Number produced |
|------------|--------------------|--------------|-----------------|
| 1961 | 4 door sedan | \$ 6,067 | 22,303 |
| | 4 door hardtop | \$ 6,067 | 4 |
| | 4 door convertible | \$ 6,713 | 2,857 |
| | Year Total | | 25,164 |
| 1962 | 4 door sedan | \$ 6,074 | 27,849 |
| | 4 door convertible | \$ 6,720 | 3,212 |
| | Year Total | | 31,061 |
| | | | |
| 1963 | 4 door sedan | \$ 6,292 | 32,969 |
| | 4 door convertible | \$ 6,938 | 3,328 |
| | Executive Limo | \$13,400 | 15 |
| | Year Total | | 36,297 |
| 1964 | 4 door sedan | \$ 6,292 | 36,824 |
| | 4 door convertible | \$ 6,798 | 3,356 |
| | Executive Limo | \$14,153 | 50 |
| | Year Total | | 40,180 |
| 1965 | 4 door sedan | \$ 5,750 | 35,809 |
| | 4 door convertible | \$ 6,383 | 3,180 |
| | 2 door coupe | \$ 5,485 | 15,766 |
| | Executive Limo | \$14,667 | 159 |
| | Year Total | | 54,755 |
| 1966 | 4 door sedan | \$5,795 | 32,331 |
| | 2 door coupe | \$5,553 | 11,070 |
| | 4 door convertible | \$6,449 | 2,267 |
| | Executive Limo | \$14,953 | 110 |
| | Year Total | | 45,667 |
| 1967 | 4 door sedan | \$5,970 | 29,719 |
| | 2 door coupe | \$5,746 | 9,415 |
| | Executive Limo | \$15,104 | 91 |
| | Year Total | | 39,134 |
| 1968 | 4 door sedan | \$5,970 | 29,719 |
| | 2 door coupe | \$5,746 | 9,415 |
| | Executive Limo | \$15,104 | 91 |
| | Year Total | | 39,134 |
| 1969 | 4 door sedan | \$6,046 | 29,351 |
| | 2 door sedan | \$5,813 | 9,032 |
| | Executive Limo | Est \$15,300 | 93 |
| | Year Total | | 38,383 |

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the competition was \$225,000 and Smith personally donated \$40,000. Civic leaders held the nationwide competition in 1947 to select a design for the main portion of the Memorial space.

Architect Eero Saarinen won this competition with plans for a 590-foot catenary arch to be placed on the banks of the Mississippi River. However, these plans were modified over the next 15 years, placing the arch on higher ground and adding 40 feet in height and width.

The central architectural feature at the base of the arch is the Old Courthouse, which was once the tallest building in Missouri and has a dome similar to the United States Capitol and was placed on the building during the American Civil War at the same time as that on the U.S. Capitol.

Saarinen developed the shape with the help of architectural engineer Hannskarl Bandel. It is not a pure inverted catenary. Saarinen preferred a shape that was slightly elongated and thinner towards the top, a shape that pro-

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The North Star Welcome Wagon

by Francis J. Kalvoda Willmar MN
320-235-5777 fjk@charter.net

Micki and I hope that the summer storms went around you and that you are enjoying your summer and enjoying your Lincolns.



This month I am happy to introduce our newest Northstar members, Terry and Phyllis Hansmeier, 518 Quadna Road, PO Box 395, Hill City, MN 55748, phone 612.987.2441.

Email: tjhansmeier@gmx.com. They recently acquired their first Lincoln, a 1971 Mark III.

The Mark III shares the garage with a 2002 F150 Harley Davidson Edition pickup. Terry and Phyllis traded a 1965 Thunderbird Landau Coupe for the Mark III. One can be quite certain that there will be



more Fords in the future for the Hansmeiers by looking at photos of their past Fords. Like an awesome 1972 Ford Mustang and a very sporty 1959 Ford F-100. Terry is waiting for hand controls to be installed on the Mark III so

he can enjoy the Continental feel while behind the wheel of Ford's finest. Terry said he did not mind at all if I mention that he is in a wheelchair. Maybe that can inspire someone else with disabilities to start collecting as well.

If you are in northern Minnesota enjoying the scenery or fall colors, give Terry and Phyllis a call and enjoy a nice visit with our latest Lincoln and Continental Owners Club members.

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duces a subtle soaring effect, and transfers more of the structure's weight downward rather than outward at the base.

When Saarinen won the competition, the official notification was sent to "E. Saarinen", thinking it to be the architect's father Eliel Saarinen, who had also submitted an entry. The family celebrated with a bottle of champagne, and two hours later an embarrassed official called to say the winner was, in fact, the younger Saarinen. The elder Saarinen then broke out a second bottle of champagne to celebrate his son's success.

Land for the memorial was formally dedicated on June 10, 1950 by Harry S. Truman. However the Korean War began and the project was put on hold.

On June 23, 1959, work begins on covering railroad tracks that cut across the memorial grounds.

On February 11, 1961, excavation began, and that September 1, Saarinen died. On February 12, 1963, the first stainless steel triangle that formed the first

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Old Cars Weekly Founder Passes

Courtesy Old Cars Weekly and Brian Earnest...

IOLA, Wis.- Chester L. "Chet" Krause, the founder of *Old Cars Weekly* and an iconic figure in the old car community and many other hobby circles, died June 25 at age 92 of natural causes.



Krause built a hobby publishing empire, Krause Publications, that started in 1952 with his first installment of *Numismatic News* — a one-page bulletin for coin collectors. His company later grew to include publications for old cars, stamps, guns and outdoors, sports cards, comics and games and other hobby areas to make it the world's largest hobby publisher.

Krause's legacy also includes the Iola Car Show, which he began in 1972 with a small gathering of old cars at a fundraising pig roast put on by Iola Lions Club in central Wisconsin. The event blossomed into one of the largest collector car gatherings in the world and this July will again welcome more than 125,000 people and almost 2,500 collector cars to the small community of Iola.

Beyond his business accomplishments and enduring contributions to

many different hobby areas, Krause will be remembered for his many years of community involvement and philanthropy, which included funding and support for countless civic and charity groups, medical research facilities, hospitals, assisted living housing and athletic organizations.

The affable and popular Krause built a multi-million-dollar publishing empire and was known globally in many hobby areas, but to locals in his hometown of Iola, he was just "Chet" — a local farm kid who made it big but never left home.

Krause was born in 1923 and worked on the family farm. He graduated from high school in 1941 and was soon drafted into the U.S. Army where he worked as an auto mechanic with the 565th Anti-Aircraft Artillery Battalion, serving in Patton's 3rd Army in Europe. After his military hitch was complete in 1946, Krause returned home and began working as a carpenter and home builder. His fortunes began to change drastically in 1952 after he decided to start a newsletter to network with other hobbyists in the numismatics hobby. In 1971, he started *Old Cars Weekly* with a similar plan of connecting car enthusiasts. A year later, the Iola Car Show began. Over the years, the event has raised millions of dollars for the charities and civic groups that help staff the show, which has become a staple on the summer old car calendar for auto enthusiasts around the world.

"I think he liked the idea of the car show growing and he picked up on the idea right away and grew it more every year," recalled John Gunnell, a former publisher of *Old Cars*

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section of the arch was set in place on the south leg.

On October 28, 1965, it was completed, costing approximately \$15 million to build. The adjacent park was designed by landscape architect Dan Kiley. Along with all other historical areas of the National Park Service, the memorial was listed on the National Register of Historic Places on October 15, 1966. Vice President Hubert Humphrey and Secretary of the Interior Stewart Udall dedicated the Arch on May 25, 1968.

In 1984, Congress authorized the enlargement of the Memorial to include up to 100 acres on the east bank of the Mississippi River in East St. Louis, Illinois. Funds were authorized to begin land acquisition, but Congress placed a moratorium upon NPS land acquisitions in fiscal year 1998. The moratorium continued into the 21st century, with expansion becoming less likely because of the construction of a riverboat gambling facility and related amenities.

During the Great

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Chet Krause Passes...

(Continued from page 11)

Weekly who was hired by Krause in 1978. "And what he did for the old car hobby was he started the focus on the auctions and on the car values, which now everybody has picked up on. He created the 1 through 6 grading condition scale, based on the coins stuff he was doing before the car stuff. Now every magazine you pick up has auction prices and values, but nobody had it back when Chet started."

Beyond his business acumen, Krause was successful because he was a people person with a drive to succeed, but also enable and motivate those who worked for him.

"He was always good to work for. I did some goofy things back when I started, traveling around and representing the company, and he understood," Gunnell added. "He was very easy to work with because he trusted you, that was what it came down to."

Krause had his own fabulous car collection, which eventually numbered more than 100 vehicles, many of which made annual appearances at the Iola Car Show. "I think his favorite was the Model T because he used to drive Model T's with his father when he was young," Gunnell said. "He knew more about Model T's than other cars."

Krause earned the Meguiar's Award for his contributions to the old car hobby and was a lifetime member of the American Numismatic Association and a member of its Hall of Fame. As large of a figure as he was in the collector car world, he was perhaps even more revered in the numismatics community.

"I was hired in 1978, and of

course I called him Mr. Krause," joked longtime *Numismatic News* editor Dave Harper. "He didn't like that and immediately corrected me. For him he wasn't Mr. Krause, he was always Chet, and that's what I've called him ever since. Chet had, in my experience, a unique ability with people. He would somehow convey a message that only you could do the job that had just been assigned to you and it made you feel both proud and wanting to do the best you could.

"He started (*Numismatic News*) at his dining room table. He wanted to be active as a coin collector ... and he believed there were many others just like him and it was through *Numismatic News* that he reached out to them. And he was right. There were others and they reacted very positively. The numismatic business became the template for every other business he entered."

Chet laying the foundation for many more successful endeavors to come.

Among those spin-offs were a pair of military hobby magazines purchased by his company: *Military Trader* and *Military Vehicles*. Ever the collector himself, Krause assembled one of the most impressive fleets of military vehicles in the country. "He got into military vehicles when he decided to host a reunion for his World War II group and he started collecting a few vehicles for the reunion," recalled *Military Vehicles* magazine editor John Adams-Graf. "I think he probably had about 110 military vehicles. He originally concentrated on just soft skin vehicles — trucks and jeeps — the kind of things he worked on in World War II. Eventu-

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Flood of 1993, Mississippi flood waters reached halfway up the Grand Staircase on the east.

In 1999, the Arch tram queue areas were renovated at a cost of about \$2.2 million. As well, the Ulysses S. Grant National Historic Site in St. Louis County, Missouri, was put under the jurisdiction of the Superintendent of the Memorial.

In 2007 St. Louis Mayor Francis Slay and former Missouri Senator John Danforth asked the National Park Service to create a more "active" use of the grounds of the memorial and model it on Millennium Park in Chicago including the possibility of an amphitheater, cafes and restaurants, fountains, bicycle rentals, sculptures and an aquarium. The National Park Service was not in favor of the plan noting that the only other overt development pressure on National Park property has been at the Jackson Hole Airport in Grand Teton National Park.

The Memorial is separated from the rest of Downtown St. Louis by a sunken section of I-

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More Bob Johnson

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Mike and Diana Vickery, IL; Jon Wessel and Debbie Litteken, MO and Norm Winer, MN.

The oldest car driven on the whole tour, was a 1956 Continental Mark II, driven by Norm Winer and the air conditioning only worked part of time.

Thank God for air conditioning. Mary and I drove over 1400 miles and averaged 23.7 mpg in our 1989 Mark VII.

In spite of the heat, the show still went on. Saturday brought temperatures in the very high 90's, with humidity to match, but we still had 24 cars registered for the show.

People Choice Awards were: First Place - Best of Show was a 1937 Zephyr, owned by John McCarthy, IL; Second Place - Best of Show was a 1987 Town Car, Sail America Edition, brought by Walahn and Bonnie Kilgore, MO; and Third Place was a 1979 Versailles, driven by Mike and Diana Vickery, IL. Our Long Distance Award, went to a 1956 Continental Mark II, driven by Norm Winer, MN.

A great time was had by all, but it was suggested that if we do this again, we pick September or October, when cooler temperatures prevail. Our thanks to Dick Koop for all his hard work organizing this fun filled event, which was filled with good cars and even better people.

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

Bob and Mary Johnson.....

More Chet Krause

(Continued from page 12)

ally he wanted a Sherman Tank, and he bought one because he had the ability to do it. By the end he had three armored tanks ... After he sold the primary collection the bug wasn't gone and he decided he wanted to have one example of every military jeep that was produced up through the HUMVEE, and so he put together a collection of jeeps. He had rare prototypes ... he had a great collection. He probably had 70 vehicles in that second collection."

Krause retired from the publishing business in 1986 at 63, converting the company to an Employee Stock Ownership Plan (ESOP). The company was later sold to an investment capital group and is now known as F+W.

In his retirement years Chet stayed busy with his many civic and charity efforts, as well as numismatics.

Adams-Graf said that Krause was such a respected and popular figure in his hometown that local police didn't even mind when he chewed up the streets a little bit now and then with his toys. "Once a year, or so, he'd call me up and say, 'Go get the tank — I want to go to breakfast,'" laughed Adams-Graf. "So we'd go roll the tank out and go pick him up and idle down to the Crystal Café and park the Sherman and have breakfast on Chet ... There was one time that we must have run over the curb when Chet wasn't along with us. We damaged the curb, but Chet told the city, 'Don't worry, I'll pay for it!'

"He was passionate about his hobbies."

(Continued from page 13)

70. The city is considering a \$90 million proposal to cover the interstate. The NPS, as part of their Centennial Initiative celebrating its 100th anniversary in 2016, is considering a plan to complete Saarinen's original master plan. The intention is to build the Gateway Arch Connector to link the Old Courthouse with the grounds of the Arch. In September 2010 Michael Van Valkenburgh Associates won a design contest to "re-envision the visitor experience" of the grounds.

Although it was originally planned for completion to coincide with the 50th anniversary of the completion of the arch, the renovation is now 14 months behind schedule. It is now scheduled for a December 2016 completion.

In 2010, officials stated that they were seeking to replace 1,000 ash trees on the grounds that may be destroyed by emerald ash borers.

From the internet...

For Sale - Some Great Lincolns

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

Price Reduced to \$9,200, OBO.



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

Price Reduced to \$18,700, OBO.



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

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



For Sale
1948 Lincoln
Continental
Coupe

\$12,500

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143. Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.

For Sale All Good Lincolns



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



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

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



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

Ken Sampson is offering two cars for sale.

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



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



You May Be Interested in these Items for Sale



Mark VIII file photo

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



For Sale: 1966 Mercury Park Lane four door. Has breezeway window, white, factory A/C, 410 V8, very nice reliable car and consistent show winner. \$7500/offer. Deb and Gary Schott, 612.232.0835 Winsted, MN
email: debhat@mchsi.com

For Sale: 1978 Lincoln Mark V, powder blue, dark blue vinyl top and blue leather interior, 460 V8, new tires and only 55K miles. Dennis Filley, 320-354-3730, Spicer, MN.

For Sale: Complete set (6 volumes) of 1971 Ford Factory Service Manuals for the complete Ford Line including all Fords, Mercurys, Lincoln Continental and Continental Mark III. Never been used and look new. \$250 and that includes shipping. Call John Brown, Warsaw, MO Call 913.553.65355

For sale, Black 1956 Mark II, nice driver, 100K miles, needs paint. Has A/C. New tires. Blue and white interior, asking \$18,000. Also have a 56 Mark II parts car, along with some extra parts and some bumper parts, one fender and wheel covers, asking \$7,000. Mark VI, with moon roof, does not run, \$600. Elrod Kaufman, 27951 440th Ave, Freeman, SD 57029



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

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



1994 Lincoln Town Car Executive with rare Light Santa Fe Metallic Clear Coat and matching leather interior, 113K miles, full power, moon roof. Second owner for past 16 years. Always garaged and never driven during the winter. Asking \$9,500. Call Richard Magner at 651.351.2855.
Email: milliemoonlight@usfamily.net

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



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

Preview of Coming Events

August

Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory Corners, MI. August 10-14, 2016. All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Club.

LZOZ-Central GOF Central Chapter Meet, Lincolns on the Mississippi.

August 18, 19, 20, 2016, Red Wing, MN. Contact Bruce Nichols 608.225.5600, or email: brucenbanjo@yahoo.com. On line registration forms available at lzo.org

Train Day, Saturday, August 27th, view Bill Juring's garden railroad, the Falls Creek and Boulder Rail Road, displayed in his yard, at 3410 Owasso St, Shoreview, MN, 55126, 10:00 AM to 12:30PM, afterwards, we will have lunch at a local restaurant location to be determined.

September

9th Annual Luther North Country Lincoln Car Show, Saturday, September 17, 10 to 2 PM.

LCOC Western National Meet, September 7-10, 2016, Denver, Colorado, Hosted by the Rocky Mountain Region.

October

Annual North Star Potluck and Auction at Morries in Long Lake, MN, Sunday, October 23, 2016

Eastern National Meet, October 12-16, 2016, Attitash Mountain Resort, Bartlett, NH, New England Region Hosting.

November

Year end Sunday Brunch at Dangerfield's in Shakopee. Sunday, November 13th at 11:30 AM, Board Meeting at 10:30 AM

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

www.northstarlco.org Click on publications.

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

North Star Activities

Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory-Corners, MI. August 10-14, 2016.

All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Register. For more information call Bob Johnson at 651.257.1715. Online registration packet: www.lincolncarmuseum.org/2nd-annual-lincoln-homecoming

Lincolns on the Mississippi Red Wing, Minnesota, August 18-20, 2016

Come Join the Zephyr Club in historic Redwing, Minnesota for a few days of Zephyring, featuring some very nice Zephyrs, great people and interesting activities. There'll be plenty of car talk, of course, but also local tours to areas of historical and local interest.

For a meet packet, go to the LZOC web site: [www.lzoc.org/calendar/GOF Central XXII - Red Wing, MN/GOF Central XXII - Red Wing, MN.htm](http://www.lzoc.org/calendar/GOF%20Central%20XXII%20-%20Red%20Wing,%20MN/GOF%20Central%20XXII%20-%20Red%20Wing,%20MN.htm)

Contact Bruce Nichols 608.225.5600, or email: brucenbanjo@yahoo.com.

FALL LINCOLN SHOW, SATURDAY, September 17, 2016 North Country Ford Lincoln

Join us at North Country Ford Lincoln, 10401 Woodcrest Drive, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 2:00 PM.

We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be prizes and lunch will be served by North Country. Set this date aside now. Lets get those Lincolns out for one last time this year. Unlike last year, we will have great weather and good times for this last car show of the season. Lets do it again this September 12. See and drive all the new Lincoln cars. Best part, we will be served lunch.....

Anoka Classic Car Show, Saturdays, 5:00PM - Dusk, Downtown Anoka, through Sept. 17.

Victoria, MN Classic Car Night, Wednesdays, 5:00PM - 8:00PM, Aug 3, 17, 31 and September 14.

Historic Downtown Hastings Cruise-In Classic Car Shows, August 6, August 20 and September 3. Open to 1976 and older models. 5:00PM to 9:00PM Saturdays.

Henderson Classic Car Roll In is a free weekly event along Henderson's Main Street Every Tuesday night from May - September the streets will be lined with 250+ vehicles and 100+ motorcycles, with a different variety every week. Visitors from all over the region show up and walk, enjoying music, vehicles, atmosphere and food. 6:00PM to 9:00PM