

William Clay Ford's Beautiful Mark II



An interesting story about a very fine car

This story originally appeared in Hemmings Classic Car, September 2016 issue and was written by Thomas A. DeMauro.

William Clay Ford Sr. was settling into his new position heading up Ford's Special Product Operations in the summer of 1952, but the idea of developing a new Continental had occupied his mind for the previous two years. Comprised of stylists and engineers, this new group explored the viability of bringing a new Continental to market.

Developed from concepts that Edsel Ford (William's father) had gathered for building his personal car while on a European trip, the first Continental wasn't originally conceived as a production model. Once it became one, it still was never intended as a profit center. Instead, the Continentals of 1940 to 1942 (25 were built in 1939) and 1946 to 1948 were halo vehicles that had added prestige to Lincoln and its parent company, Ford. They were revered by their owners and by those who aspired to the privilege of ownership.

None of this was lost on William or other members of the group; which included Chief Stylist John Reinhart, Assistant Chief Stylist Robert McGuffey Thomas, Chief Body Engineer Gordon Buehrig and Chief Engineer Harley Copp, among others. They all felt a responsibility to ensure a new model that wore the Continental badge wouldn't

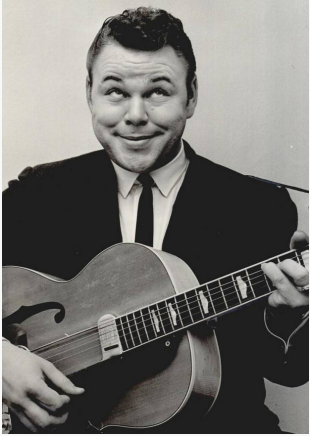
(Continued on page 4)

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

This Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	Welcome Wagon	12
Trivia	2	North Star Events	15

Trivia from the Internet



**Roy Linwood Clark
American Musician
1933 - 2018**

Roy Clark was an American singer and musician. He is best known for having hosted Hee Haw, a nationally televised country variety show, from 1969 to 1997. Clark was an important and influential figure in country music, both as a performer and helping to popularize the genre.

During the 1970s, Clark frequently guest-hosted for Johnny Carson on The Tonight Show and enjoyed a 30-million viewership for Hee Haw. Clark was highly regarded and renowned as a guitarist, banjo player, and fiddler. He was skilled in the traditions of many genres, including classical guitar, country music, Latin

(Continued on page 3)

Editors Message

December 2018

Gentle readers.... We have almost come full circle, soldiering our way through another year. Some of you may remember the old TV series; You Are There... which featured “those events which altered and illuminated your life.” 2018 had a little of that for each one of us, some not so good, but most were the best.

The North Star club had some nice events. We had a good selection of eating establishments this past year that featured some of the best food ever. Some say that the Army travels on its stomach, we Lincoln folk will go the extra mile to search out good food. And that we did.

Our high point was the LCOC

Mid-America meet this past July. Our most glorious leader, Bob Johnson, got us all properly motivated and organized and by hook or crook we managed to pull of a really good meet, surpassing both the Eastern National Meet and the Western National Meet. We had organized two really fine tours and we want to give our sincere thanks to our friend, Morrie Wagener; who so graciously opened up his doors to his wonderful car collection. Much of our success was due to that one event alone. It will be hard for us to replicate the success of this one meet in future years. These events are all about people getting together and having a good time. It is important that we never forget this basic premise. If we forget this, we might as well fold up our tent and stay home.

We have been doing well with our special interest articles centering around our members first cars. The stories to date have been good, and we look forward to receiving some more from you folks. It does not have to be about a Lincoln, as there but a few of us that had a Lincoln for our first car. I do need articles about either your first car or about your Lincoln, either new or old to fill up the pages of this newsletter. Help me make it interesting and fun for our readers. We are the only region to have a monthly, mailed out newsletter. Our newsletter helps make our North Star Re-

gion something special. You can make my job a little easier by sending me something to edit and print. Our members really do want to hear your story.

There are rumors afloat that Lincoln is planning on discontinuing their sedans, the MKZ and the Continental within the next year



Sweet Olga is lamenting the fact that today's Lincolns do not come with pretty wide whitewall tires and do not have the classic Lincoln appearance. Center opening doors would make for a nice look too. Anyone at Lincoln listing to a young girl's plaintive plea. Perhaps a few of these changes would help sell more Lincolns.

or two. The Continental came out in a flurry of publicity and excitement and then it was promptly forgotten. Ford and by extension Lincoln has forgotten how to build and market a luxury automobile. Continental sales are down to only a few hundred a month, not enough to sustain continued production looking forward. It is hard for me to imagine that

in a country of over 300 million people, Lincoln cannot figure out a market plan and a vehicle good enough to be able to sell around 100,000 units per year. Perhaps it is time to throw out the bean counters and put people who know the great heritage of Lincoln and can figure out how to translate that into a car that can be built and sold in today's market. I do have a 2017 Continental, and it is truly one of the finest cars that Lincoln has turned out. But, sadly not enough other people feel that way and sales are languishing. It is a car that people do need to drive to fully appreciate. It is a fine car, and it really is for those “who take the road less traveled.”

In parting, I would like to pass on to each and every one, be kind to one another. Stay in touch with your good friends and relatives. Call or email them today and tell them that you care very much. Life is so very short, and you need to do this before it is too late. Cherish those good memories, at the end of the day that is all that we have. And, consider making a donation to an animal shelter near you. Our four legged friends give us so very much and ask for so little in return. For some of us, they are our very best and loyal friends. Season greetings to all and my best for the New Year.

David and the very Sweet Olga....

Directors Message by Bob Johnson December 2018

(Continued from page 2)

music, bluegrass, and pop. He had hit songs as a pop vocalist (e.g., "Yesterday, When I Was Young" and "Thank God and Greyhound"), and his instrumental skill had an enormous effect on generations of bluegrass and country musicians. He became a member of the Grand Ole Opry in 1987, and, in 2009, was inducted into the Country Music Hall of Fame. He published his autobiography, *My Life in Spite of Myself*, in 1994.

Clark was born April 15, 1933, in Meherrin, Virginia. He was one of five children born to Hester and Lillian Clark. His father was a tobacco farmer. He spent his childhood in Meherrin and New York City, his father having moved the family to take jobs during the Great Depression. When Clark was 11 years old, his family moved to a home on First Street SE in the Washington Highlands neighborhood of Washington, D.C., after his father found work at the Washington Navy Yard. Clark's father was a semi-professional musician; who played banjo, fiddle, and guitar and his mother played the piano. The first musical instrument Clark ever played was a four-string cigar

(Continued on page 5)



and a Happy New Year.

During the past year, my sixteenth as your North Star Region Director, I have realized how many great and wonderful persons are in our club. With putting on the 2018 Mid-America National Meet in St. Louis Park, I was able to again visit with most of our members. It is because of each one of you as members participating in our events that made this job fun. Our 2018 show was the biggest meet in LCOC for the year. Of the 81 Lincolns registered for the event, our region had 49 cars and 91 members of the 167 persons that attended.

The election for North Star Region Officers for 2019 was held at our November Board meeting November 1. Elected as officers for 2019 were Director Bob Johnson, Assistant Director Matt Foley, Secretary Roger Wothe and Treasurer Matt Foley.

Our Facebook presence continues to grow with likes up to 188 persons. Please check our Facebook page and contact Jay White if you have any suggestions for more items for Facebook.

2018 Pride and Joy articles were really lacking from you our members; Dave had to improvise with using old articles from past publications. For 2019, if you have already written about your Lincoln, consider updating your article with what you have done with the car and where you have went with it. Please help Dave out by sending him an article about your Lincoln. While we will continue to experiment with Facebook, our monthly newsletter is our primary method of communicating with our membership. We are the only LCOC region that publishes 12 newsletters per year, and we have been doing this since 2001. We want to provide a good experience for our members, and we are depending on you folks to continue to send in interesting articles for us to feature in our publication. So, write about your old or new Lincoln and send it off to us today. We really do need your help.

The Year-end Brunch at Dangerfield's restaurant on November 11 was well attended with 34 persons attending to enjoy an exceptional buffet. Karl and Sharon Flick were the winners of the 2018 Tim Purvis Car of the Year Award with a 1939 Zephyr Sedan Custom. 2019 North Star Calendars published by Dave Gustafson and presented to all in attendance.

We will be kicking off 2019 with a Sunday Brunch at Dehn's Country Manor, 11281 Fernbrook Lane North, Maple Grove Sunday, January 27, at 11:30 a.m. This will be a breakfast menu with Ala Carte pricing. Please come and enjoy a great breakfast and see all your Lincoln friends that have not turned into snow birds.

Our February event will again be the CCCA Potluck/Auction, at the Firefighters Museum, 664 22 Avenue NE, in Minneapolis on a Saturday, in the middle of February. A firm date will be in the January issue.

As always keep the journey continuing in our marvelous Lincolns, see you all in 2019.

Bob and Mary Johnson

Board Of Directors - 2018

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

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

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

William Clay Ford's Mark II continued...

(Continued from page 1)

tarnish the reputation of those that came before it.

According to company literature, they asked themselves, "What did the original Continental have that made it so endearing?" They determined it, "filled a gap in the passenger car market by offering a vehicle whose beauty lay primarily in its honesty and simplicity of line ... the concept of the original Continental had stood the test of time, and this is because of its sound proportions and the functionalism of its design." Thus, the group's styling strategy would be coined "Modern Formal," defined as, "functional, enduring design, emphasizing an air of distinction and elegant simplicity."



Development of the Mark II also included the philosophy of low, long and wide, and by the end of 1952, the general overall proportions of the car were confirmed.

A styling contest included four outside automotive designers, as well as, those from inside the company. In May of 1953, the entry from John Reinhart was chosen as the winner. The long hood, short deck, crisp lines and clean flanks of Reinhart's captivating creation aptly fit the intended design direction. The concept then progressed through scale models to full-size clay, and plaster. Final approval came in late September 1953.

In October of 1953, Special Product Operations became the Special Product Division and in October of 1954, William Clay Ford announced that the Continental would be produced and the Special Product Division would become the Continental Division (separate from Lincoln), and remain under his direction. By December 24, 1954, a handmade prototype Mark II was ready for testing.

The production 1956 Mark II was released in October of 1955. It was built in its own plant and employed painstaking assembly procedures. According to company literature, every engine underwent dyno testing more than once in the car's assembly process. The bodies were pre-assembled and checked for proper fit. Then they were disassembled

(Continued on page 6)

Northstar Monthly Board Meeting Minutes

November 1, 2018

BOARD OF DIRECTORS MEETING

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

DIRECTORS' REPORTS

Regional Director Bob Johnson nominated the following for the election of officers for 2018: Director, Bob Johnson; Assistant Director, Matt Foley, Secretary, Roger Wothe and Treasurer, Matt Foley. A white ballot was presented for the election of the above officers and was passed unanimously. Bob also suggested that the membership application be added to the Facebook page. The year-end brunch will be at Dangerfield's in Shakopee Sunday, November 11, 2018. A January Brunch was not scheduled. As usual, there will be no Board meetings in December. Bob announced that he has retired from the Lincoln and Continental Owners national board.

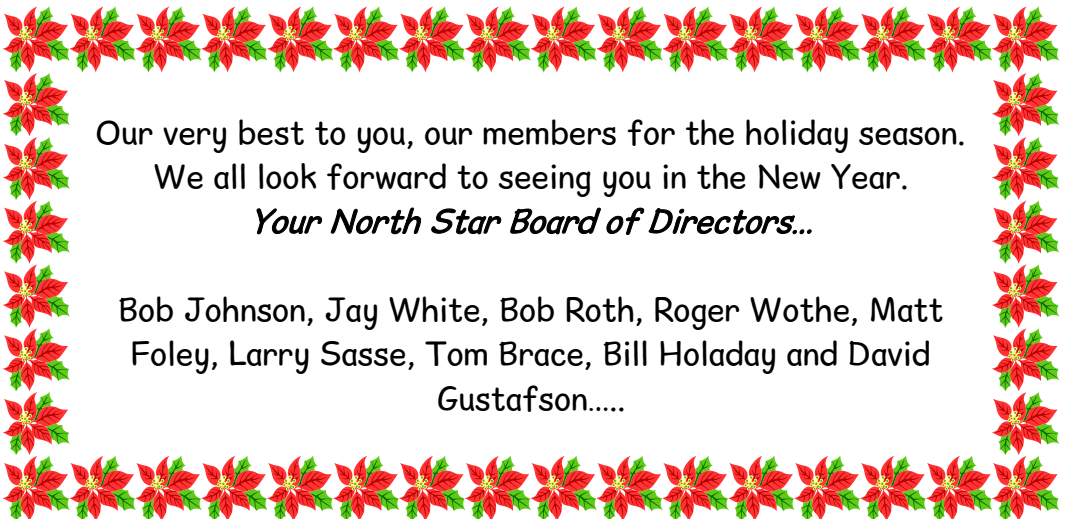
Treasurer Matt Foley reported the treasury balance to be \$3,792.73 with all bills paid.

Publications and Membership Director Dave Gustafson reported that one new member joined in the past month. He also reported that longtime member, Mardy Petersen, had recently passed away. He also needs more "My Pride and Joy" articles.

Activities Director Jay White announced that he had 188 "likes" to his Facebook page. He will add the membership application to the page.

There being no further business, the meeting was adjourned at 7:57 p.m. The next Board meeting will be at Bloomington Lincoln Thursday, January 3, 2019, at 6:30 p.m.

Respectfully submitted by Secretary Roger Wothe.



Our very best to you, our members for the holiday season.
We all look forward to seeing you in the New Year.
Your North Star Board of Directors...

Bob Johnson, Jay White, Bob Roth, Roger Wothe, Matt Foley, Larry Sasse, Tom Brace, Bill Holaday and David Gustafson.....

(Continued from page 3)
box with a ukulele neck attached to it; which he picked up in elementary school. Hester Clark taught his son to play guitar when Roy was 14 years old and soon Clark was playing banjo, guitar, and mandolin. "Guitar was my real love, though," Clark later said. "I never copied anyone, but I was certainly influenced by them; especially by George Barnes. I just loved his swing style and tone." Clark also found inspiration in other local D.C. musicians. "One of the things that influenced me growing up around Washington, D.C., in the '50s was that it had an awful lot of good musicians. And I used to go in and just steal them blind. I stole all their licks. It wasn't until years later that I found out that a lot of them used to cringe when I'd come in and say, 'Oh, no! Here comes that kid again.'" As for his banjo style, Clark said in 1985, "When I started playing, you didn't have many choices to follow and Earl Scruggs was both of them." Clark won the National Banjo Championship in 1947 and 1948, and

(Continued on page 6)

More Mark II

(Continued from page 5)

briefly toured with a band when he was 15.

Clark was very shy and turned to humor as a way of easing his timidity. Country-western music was widely derided by Clark's schoolmates, leaving him socially isolated. Clowning around helped, he felt, helped him to fit in again. Clark used humor as a musician as well, and it was not until the mid-1960s that he felt confident enough to perform in public without using humor in his act.

The D.C. area had a number of country-western music venues at the time. Duet acts were in favor, and for his public performance debut Clark teamed up with Carl Lukat. Lukat was the lead guitarist, and Clark supported him on rhythm guitar. In 1949, at the age of 16, Clark made his television debut on WTTG, the DuMont Television Network affiliate in Washington, D.C. At 17, he made his first appearance on the Grand Ole Opry for having won his second national banjo title. By this time, he had begun to play fiddle and twelve-string guitar. He toured the

(Continued on page 7)

(Continued from page 4)

with the body parts numbered specific to each one and were painted as a group with multiple "double-coats." Each coat of paint was baked, and hand sanded before the next coat was applied. Even the wheel covers were hand assembled; over 40 inspectors oversaw production at the plant.

High-quality materials were also sourced. The body sheetmetal was hand-selected at the supplier prior to shipping to the plant. Leather was imported from Bridge of Weir in Scotland for the upholstery, or a selection of upscale cloths could be specified. Both were available in various colors and could be used together. Improved plating techniques provided more durable chrome trim. All Mark IIs were subjected to rigorous road testing prior to delivery to Lincoln dealers.



The Mark II was lavishly equipped, leaving A/C as the lone option. Standard were power steering, brakes, front seat, door windows and vent windows, an AM radio and a heater. Also included were gauges for oil pressure, coolant temperature, amps and fuel, a 140-MPH speedometer with a trip odometer, a 5,000 RPM tachometer and an electric clock. The interior and trunk were fully carpeted and a nameplate on the center of the floor in the passenger compartment had the owner's name engraved on it.

Under the hood, a Lincoln 368-cu.in.

V-8 produced 285 horsepower, and 402-lb.ft. of torque was transferred through the Turbo-Drive three-speed automatic transmission to a Hotchkiss differential with 3.07 gears. Unequal-length control arms, coil springs, ball joints, and an anti-roll bar were up front, leaf springs were in the rear, and temperature-sensitive shocks, 12-inch drum brakes, and tubeless whitewall tires comprised the chassis.

The heightened attention to detail and upmarket styling and materials commanded a premium price to match at close to \$9,700 in 1956 and \$10,000 in 1957. Except for the 1957 Eldorado Brougham, the Mark II was considerably higher in price than the Cadillacs--its market target. Each Mark II also took much longer to build compared to the company's other offerings.

Popular Mechanics tested the Mark II and concluded that it did live up to its luxury status in fit, finish, and equipment. It was deemed very comfortable from the driver's perspective. It handled well for its size, and power was satisfactory. The owner's report lamented that ingress and egress from the passenger compartment was difficult and noted some other quality quibbles. The upright placement of the spare tire at the leading edge of the trunk, which fit into the stylish raised tire cover in the decklid, was also called out for reducing trunk space and making loading cargo awkward. Regardless, many Mark II owners raved about its styling and ride and embraced its exclusivity.

Our featured model was originally assembled with Deep Blue exterior paint and a combination of blue and natural tan leather interior. It was built on a rush order for Mrs. John Olin, wife of the chairman of the Olin Mathieson Chemical Corporation. In 1968, William Clay Ford acquired it from the Olins and modifications came soon thereafter. It went to Ford Engineering, where a new Mark III 460-cu.in. V-8 and C6 automatic transmission were installed, requiring modification to the frame

(Continued on page 7)

(Continued from page 6)

country for the next 18 months playing backup guitar for David "Stringbean" Akeman, Annie Lou and Danny, Lonzo and Oscar, and Hal and Velma Smith during the week, working county fairs and small town theaters. On weekends, these acts usually teamed up with country music superstars like Red Foley or Ernest Tubb and played large venues in big cities. He earned \$150 a week (\$1,526 in 2017 dollars).

At the age of 23, Clark obtained his pilot's certificate and then bought a 1953 Piper Tri-Pacer (N1132C); which he flew for many years. This plane was raffled off December 17, 2012, to benefit the charity Wings of Hope. He owned other planes, including a Mitsubishi MU-2, Stearman PT-17, and Mitsubishi MU-300 Diamond 1A business jet. After the tour, Clark returned to performing at local country-music venues. He recorded singles for Coral Records and 4 Star Records.

Rising country music star Jimmy Dean asked Clark to join his band, the Texas Wildcats, in 1954. Clark was the lead guitarist and made appearances on Dean's "Town and Country Time" program on

(Continued on page 8)

Mark II Continued

(Continued from page 6)

near the front of the transmission tunnel, and the engine and transmission mount areas. The original two-piece driveshaft was modified, and a 1969 Lincoln rear end was installed.



Since the original dash tach was cable driven, the 460's distributor was modified to accept it. The cooling, electrical and air conditioning systems were also revised.

The exterior was repainted in Honolulu Blue using multi-stage pearl Inmont acrylic lacquer as an homage to the Detroit Lions, the pro football team that William owned. Expanding on the Lions' theme, the interior was recovered in domestic leathers in Honolulu Blue and silver, while retaining the factory upholstery pattern.

In 1974, the Mark II was delivered to Desert Classics in Nogales, Arizona, where it was dismantled and restored. After stripping the body and making any needed repairs, it was repainted in Honolulu Blue. Proper Bridge of Weir leather in Honolulu Blue and silver was used to reupholster the interior, again in the stock Mark II pattern. The frame was further modified to improve the mounting of the transmission, and the A/C compressor was moved to the opposite side of the engine. A breakerless ignition system, disc brakes, and electric windshield wipers were also installed.

Rick Schmidt and his father, Jim, proprietors of National Parts Depot, a supplier of restoration parts for various make and model vintage vehicles, are also well-known car collectors. They house their expansive collection at their Ocala, Florida, location. The Schmidts

possess the three Mark IIs that were once owned by Edsel Ford's three sons, Benson, Henry II, and William.

In the early 1980s, Rick's grandfather, Al, had the opportunity to ride in his brother-in-law, Jim Smith's, Continental Mark II; which had been owned by Edsel's wife and the mother of Benson, Henry II, and William. He was so impressed with it that he decided he wanted one. His son, Jim Schmidt, called his friend Roger Hayman, a member of the Lincoln and Continental Owner's Club to help in the search... and this is what they came up with--William Clay Ford's own Mark II! The owner at the time was fellow club member, Gene McNeilage, of Dearborn Heights.

Despite its worn paint and interior, Al bought the Mark II, and after some work by his son, he enjoyed it for about a decade. Rick explains, "McNeilage passed along documentation that had been provided by Mr. Ford's executive assistant, George Haviland; which outlined the history and modifications to the car." It also included copies of the original production order and the Michigan title in William Clay Ford's name.



Rick continues: "We also own a 1980 Mark VI that was originally built for William--also Honolulu Blue with numerous custom touches from the factory. We purchased it from Dom Pacitti; who had a long career as a Ford illustrator/artist. At the time Dom purchased the Mark VI from Mr. Ford, the Mark II was also available, but Dom was unable to buy both cars, so McNeilage eventually bought the

(Continued on page 8)

A Wee Bit More Mark II

(Continued from page 7)

WARL-AM and on WMAL-TV (after the show moved to television from radio in 1955).

Clark competed in 1956 on Arthur Godfrey's Talent Scouts, a variety show airing on CBS. It was his first network television appearance and he came in second.

Dean; who valued punctuality among musicians in his band, fired Clark for habitual tardiness in 1957. Clark left D.C. and never lived there again.

During his D.C. years, Clark said he never intended to be a country guitarist. Rather, he played when he liked and what made him feel good, and never intended to begin a recording career or to perform on television.

In the spring of 1959, Clark appeared regularly on George Hamilton IV's short-lived television series in Washington, D.C.

In 1960, Clark went out to Las Vegas, where he worked as a guitarist in a band led by former West Coast Western Swing bandleader-comedian Hank Penny.

During the very early 1960s, he was also prominent in the backing band for Wanda Jackson—known as the Party Timers—during the latter part of her rockabilly period.

During Jack Paar's

(Continued on page 9)

(Continued from page 7)

Mark II instead."

"Fast-forward to 2016, Dom has retired right here in Ocala, Florida. Recently, he came to visit, and he had with him a set of the exact same documents for the William's Mark II that we had."

Rick relates, "The Mark II drives beautifully. With the high-compression 460 engine, the power and torque are impressive, as is the smoothness of the driveline--it cruises at interstate speeds without breaking a sweat. It's very road-worthy--tight, no rattles or looseness of any kind. It tracks straight, rides smooth but not floaty. All things are relative, and nothing from the '50s-era handles like modern cars do. But that said, the low center of gravity makes the Mark II go through corners with considerably less body roll than a comparable-era Cadillac, Packard or Chrysler.

"It's impossible not to admire the futuristic interior. In the '50s, it must have felt like you were a passenger in a concept car because it feels that way right up to the present day! And there's no denying that driving down the road with air conditioning blowing DOWN on your head takes a bit of getting used to. In this Mark II, the horn ring emblem has William's 'WCF' initials in it; which really makes driving the car quite fun; imagining yourself as William Clay Ford Sr, driving to a Lions football game."

For the following model year, Mark IIs benefited from an additional 15 horsepower and some other subtle improvements. Nevertheless, over its two-year run, just under or just over 3,000 examples were sold, depending upon the source, and the Ford Motor Company lost money on each one. The Continental Division was merged with Lincoln in mid-1956, and William Clay Ford moved to corporate product planning and design. Hence, Continentals would become much more Lincoln-like in 1958 with the introduction of the Mark III convertible, coupe, and four-door. And they became much more attainable with an approxi-

mate \$4,000 price reduction.

Despite the negative economic impact it had on Ford, the Mark II succeeded in adding prestige to the companies from which it came, through the seamless blending of restrained classic styling with forward-thinking design elements, the use of high-quality materials and conscientious assembly and testing practices. And nearly six decades later, those attributes remain evident from behind the wheel of a restored or well-preserved Continental Mark II.

Owner's View: In the mid-1980s, the engine and engine compartment were restored, and the car was repainted. Then in the mid-1990s, we had the interior completely restored, and the mechanicals rebuilt, again with yet-another engine compartment do-over and some paint touch-ups. Still dissatisfied with the overall quality of the work, in the early-2000s, we had Lloyd and Jeff Brekke of Lloyds Auto Restorations in Bartow, Florida, perform a cosmetic restoration of the exterior and engine compartment, including all new paint, and the bright-work/trim was restored. That's how this Mark II is presented today.

PRICE

Base price: \$9,695

Price as optioned: \$10,290

Options: Air conditioning, \$595

ENGINE

Type: Lincoln OHV V-8, cast-iron block and cylinder heads

Displacement: 368 cubic inches

Bore x Stroke: 4.00 x 3.66 inches

Compression ratio: 9:1

Horsepower @ RPM: 285 @ 4,600

Torque @ RPM: 402-lb.ft. @ 3,000

Valvetrain: Hydraulic valve lifters

Main bearings: Five

Fuel system: Four-barrel carburetor, mechanical pump

Lubrication system: Pressure, gear-type pump

Electrical system: 12-volt

Exhaust system: Dual with crossover pipe

(Continued from page 8)

temporary absence from *The Tonight Show* in early 1960, Jimmy Dean was asked to guest-host the program. Dean asked Clark to appear on the last night of his guest-host stint and show-cased Clark in two songs. Clark made his solo debut on *The Tonight Show* in January 1963.

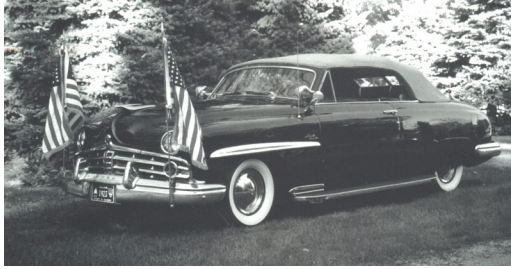
Subsequently, Clark appeared on *The Beverly Hillbillies* as a recurring character — actually two, as he played businessman Roy Halsey and Roy's mother, Myrtle. Once, in an episode of the Sunday evening *Jackie Gleason Show* dedicated to country music, Clark played a blistering rendition of "Down Home." Later, he appeared in an episode of *The Odd Couple*, where he played "Malagueña."

In the mid-1960s, he was a co-host (along with Molly Bee and Rusty Draper) of a weekday daytime country variety series for NBC entitled "Swingin' Country," which was canceled after two seasons. In 1969, Clark and Buck Owens were the hosts of syndicated sketch comedy program *Hee Haw*, which aired from 1969 until 1997 and propelled Clark to stardom. During its tenure, Clark was a member of the Million Dollar Band and partici-

(Continued on page 10)

President Truman's 1949 Cosmo Convertible

This story originally appeared in the March/April 1999 issue of Continental Comments and was written by William McElroy of Rittman, Ohio.



Presidential Cosmopolitan Convertible

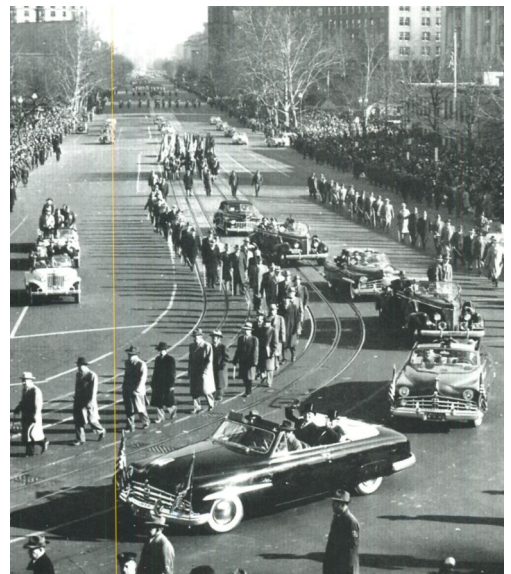
While campaigning for the presidential election in 1948, President Truman's staff asked a Cadillac dealership in Miami to provide automobiles for the president's post election vacation in Key West, Florida.

The dealership, like most of the country, believed that President Truman was going to be defeated in the 1948 election. The dealership did not want the public to associate them with a public official; who was thought to become a loser in the upcoming election. Remember that even the newspapers were so convinced that Truman had lost they carried headlines of Dewey's victory. In fact, even Truman went to bed on election night thinking that Dewey had won. But earlier, Ford dealerships were asked to provide automobiles for the president's campaign and vacation visits. The White House turned to Lincoln-Mercury and several Lincoln dealers in Florida. The Ford dealerships agreed to these requests.

The unwillingness of the General Motors family to provide cars during the campaign remained in President Truman's memory. After Truman's famous defeat of Governor Dewey, the president told his aide, John Steelman, to have all General Motors Corporation products removed from the White House garage. Ford was then asked to supply 35 Lincoln and Mercury convertibles for the inauguration ceremonies. President Truman thought the 1939 Lincoln Sunshine Special to be outdated in its looks and wanted a more modern look for the 1949

Inauguration. President Truman and Vice President, Albin Barkley, rode in the 1949 Lincoln Cosmopolitan convertible; which later became known as 4-X. But if you look at photographs of the Inaugural Parade, you will see that in addition to Lincolns, there are two 1938 Cadillac seven passenger phaetons and a 1948 Dodge convertible. According to Cal Beauregard, these two Cadillacs were in White House service until 1956 when they were replaced by two new Cadillacs. So evidently the White House did not get rid of all of its Cadillacs per Truman's request.

After the Inauguration, 34 of the 35 open Ford products were returned to the Ford Motor Company, the Inaugural vehicle being retained by the Secret Service to be used as a backup parade car and follow up car. This vehicle was later modified with running boards, red fog lights, dual antennas, dual mirrors, dual spotlights and inside grab handles for the Secret Service agents while standing on the running boards. The electrical system of the car was also modified to handle the added electrical radio equipment. It was the Secret Service who named the car 4-X.



Inauguration Day Parade

Little is known about 4-X's life in public service. It was retired in 1961 probably

(Continued on page 10)

(Continued from page 9)

pated in a host of comedy sketches. In 1983, Clark opened the Roy Clark Celebrity Theatre in Branson, Missouri; which was the "first venue linked permanently to a widely known entertainer" in the resort town.

Clark frequently played in Branson during the 1980s and 1990s. He sold the venue (now owned by the Hughes Brothers and renamed the Hughes American Family Theatre) and went back to a light touring schedule; which usually included a performance with Ramona Jones and the Jones Family Band at their annual tribute to Clark's former Hee Haw co-star Grandpa Jones in Mountain View, Arkansas.

In 1960, Clark began touring with rockabilly star Wanda Jackson and playing backup instrumentals on several of her recordings. Through Jackson, Clark met Jim Halsey. Clark signed with the Halsey Agency; which represented him for the remainder of his career. During this period, Jackson performed at the Golden Nugget casino in Las Vegas. Within two years, Clark had become a headliner in Vegas and he made numerous appearances there in the 1960s and

(Continued on page 11)

More Cosmo

(Continued from page 9)

because President Kennedy did not want to be associated with such an old car. The car did spend some time at a used car lot, (Bill Shier Motors) in Cleveland, Ohio and eventually ended up at Wards Auto Sales on Venice Avenue in Sandusky, Ohio. There was an advertised auction to take place at Ward's, and 4-X was one of the cars to be auctioned. Ford Sterling of Fredericksburg, Ohio was at the auction — 4-X went through the auction unsuccessfully and was not sold. Mr. Sterling arranged for the purchase of 4-X after the sale.

The Cosmopolitan convertible was taken to its new home in Fredericksburg, Ohio where it was driven occasionally until 1966 when it was last licensed. After that, 4-X remained in Mr. Sterling's barn - covered up on the second level of the barn. Ford Sterling was a good friend of my family and we visited Ford on many occasions. My first recollection of seeing the big black Lincoln in his barn was in the early 1970s. I was four or five years old at the time. The car remained there until Mr. Sterling died suddenly in 1992. I purchased 4-X from the estate.

After six months of repairs, 4-X was once again on the road, New tires, fuel lines, brake lines, brake shoes, brake cylinders, window and top cylinders, hydraulic lines, help, hoses, battery and radiator repair, exhaust system and much hard work hand rubbing out the paint job.

In 1995, I rebuilt the engine and transmission due to oil leaks. I then had a new top installed on the car and had the front seat reupholstered. All the lights in the running boards were broken and gone except one. From that one light, my father and I made a set of lights like the originals and repaired the running boards. The rest of the car is as it was.



Karl Wins Award



Karl and Sharon Flick with the Tim Purvis award for the best Lincoln shown in 2018 at a North Star event.

Ten years ago, Gaye Purvis worked with the North Star Region to establish an annual award in memory of her late husband, Tim Purvis. Tim was a craftsman without peer and was known for the quality of his work in the many restoration projects that he was involved in. The work that he did on his yellow Model K coupe, his blue Mark II and his custom 1941 Continental Coupe is still remembered ten years after his passing.

This year, the North Star Region had an easy choice for the car of the year. It was without a doubt, the magnificent 1939 Lincoln Zephyr custom owned by Karl and Sharon Flick of Apple Valley, Minnesota. While the Zephyr sedan is one of the most eye catching designs, Karl worked hard to make it even better. Subtle, but elegant appearance changes make this Zephyr really stand out from the pack. Under all that beautiful metal is modern running gear which makes it an equal to the latest Detroit has to offer. Seeing is believing, and this car must be seen to be fully appreciated.

Congratulations on receiving this award. We all await your next project, we are sure that it will be letter perfect.

Mardy Petersen Passes

(Continued from page 10)

1970s.

Clark's backup work for Jackson brought him to the attention of Capitol Records. He signed with Capitol and in 1962 released his first solo album, *The Lightning Fingers of Roy Clark*. The album won solid critical praise and "above-average" notice from fans. By the early 1970s, Clark was the highest-paid country music star in the United States, earning \$7 million (\$44,100,000 in 2017 dollars) a year.

He switched to Dot Records and again scored hits. He later recorded for ABC Records, which had acquired Dot, and MCA Records, the latter of which then was allowed to absorb the ABC label.

Clark endorsed Mosrite, Gretsch and Heritage guitars, the latter which produced a signature model. In the 1980s, he served as a spokesman for Hunt's ketchup.

Clark married Barbara Joyce Rupard August 31, 1957, and they had five children. He made his home in Tulsa, Oklahoma, where the Roy Clark Elementary School was named in his honor in 1978.

By the early 1970s, Clark had been named "Entertainer of the Year" three times by the Acad-

(Continued on page 12)



Mardy and Milt Petersen at the 2008 Mid-America in Duluth, Minnesota

This past November, we lost one of our long time North Star members, Mardy Petersen. Mardy, Milt Sr., and their son, Milton Jr., were active in the North Star club and were frequently seen at many of our club events. The whole family were great conversationalists and enjoyed engaging others with interesting stories about many different subjects, including Lincolns.

Milt Jr. called and asked if we could make note of his mother's passing in a forthcoming issue. Here is a short story about the Petersen family and their Lincolns.

"I should begin with our family's romance with Lincolns. The folks were among the first founding members of the North Star Lincoln club. At that time, Dick and Bobbi Larson were President. We were active members for years until Dad's health made our attendance at various activities no longer possible. My father is now 97 and resides at a Plymouth nursing home close to Medicine Lake. We lost our mother, Mardelle, this past October when she passed away peacefully at home at the age of 92. My mother and dad had been married for 72 years.

Throughout the years, our family has been privileged to own some very fine Lincolns. Among these were; Our first was a 1966 Lincoln Continental, Chesterfield beige with a black vinyl roof and a parchment leather interior. It was a very classy looking car — a fine example of the Kennedy era Lincolns.

Second on the list was a 1973 Lincoln Con-

tinental sedan which had such very comfortable leather seats — a true living room on wheels.

Our third Lincoln of note was a 1971 Mark III, triple brown with dark brown shag carpeting; which was all the rage in the early 70s. It too was a very fine car.

One of the most noteworthy Lincolns in the Petersen family was a 1973 Andy Hotton custom convertible. After dad purchased it, it underwent a complete restoration. It was a true show stopper and dad was extremely proud of it. Black in color, with the top down, it would really catch your eye. Eventually, dad sold it, and it went on to a new home in Norway. We understand that it is well loved by its new owners; who are members of the International branch of the Lincoln and Continental Owners Club.

Dad also had a 1978 Golden Diamond Jubilee Continental. It had diamond chips in the oval opera windows and it was equipped with a citizens band two-way radio in the center console. I used to affectionately call it a real "Cream Puff."

A 1978 Lincoln Town Car proved to be a real workhorse for our family. Everybody called it the "tank" with its Rolls Royce styled grille. The last of the really big Lincolns, it served our family well and functioned as our truck, assisting in moving our stuff from time to time, holding as many as 25 full apple boxes at one time.

While spending winters in Florida for many years, my parents bought a black 1990 Town Car with a gray leather interior. It fit in well and was in good company with a lot of other classy Lincolns in South Florida.

Mom and dad's last car was a 1999 Presidential Series Town Car. It was a very elegantly looking sedan, complete with personalized plates that read "MILT SR." Mom drove it for a few years after dad could no longer drive. It eventually went on to a new owner in Mexico when mom finally was unable to drive."

We have missed getting together with the Lincoln club members at various events and showing our wonderful Lincolns at North Star shows. Our family got a lot of pleasure from meeting other members and exchanging stories with them."

The Welcome Wagon

(Continued from page 11)

emy of Country Music and the Country Music Association (CMA). The Academy also named him "Best Lead Guitar Player" and "Best Comedy Act," while the CMA named him an "International Friendship Ambassador" in 1976 after Clark toured the Soviet Union.

On August 22, 1987, Clark was made a member of the Grand Ole Opry. He played an annual benefit concert at Longwood University in Farmville, Virginia, the proceeds of which went to fund scholarships for aspiring musicians.

Clark was inducted into the Country Music Hall of Fame in 2009. On April 12, 2011, Clark was honored by the Oklahoma House of Representatives. He was honored by the Oklahoma Music Hall of Fame as Oklahoma's Music Ambassador for Children and presented with a commendation from Oklahoma Governor Mary Fallin. In 2007, he was inducted into the Cheyenne Frontier Days Hall of Fame.

Clark died November 15, 2018, at 85 at his Tulsa home due to complications of pneumonia.

From the internet...

NORTHSTAR WELCOME WAGON
by Francis J. Kalvoda -- Willmar MN --
320-235-5777 – fjk@charter.net

We survived a Thanksgiving feast, Black Friday, Cyber Monday and now looking forward to Christmas. Micki and I hope your holiday celebrations will be peaceful and jolly. This month I am pleased to introduce several new North Star LCOC members.

Our first new member is **Emily Taylor**, 2811 West 90th Street, Bloomington, MN 55431, 952-888-1723. Emily has mostly driven and rode in quality automobiles. Her father drove Packards and Buicks. Her late husband bought Oldsmobiles. Emily's good friend drove Lincolns, and Emily liked everything about Lincolns; especially the customer service received at the Lincoln dealer in Bloomington. When her friend was going to trade in her 2007 Lincoln Town Car, Emily wanted to buy it. Emily enjoys her Lincoln and enjoys the care both she and her Lincoln receive at Bloomington Lincoln. Many of us know exactly how she feels. Welcome to the North Star Lincoln family, Emily.

The next stop for the Welcome Wagon is to meet **Clarence and Kathleen Stender**, 14325 Highway 212, Norwood-Young America, MN 55368, 952-467-2883, kcstender@juno.com. Clarence and Kathleen enjoy a variety of automobiles. They continue to enjoy their 2004 Town Car which they have had for several years.

They also have a 47,000 mile 1990 Bill Blass Edition Mark VII; which is for sale. The Mark VII was owned by a relative and has always received the care a Lincoln deserves.

The Stenders also have Oldsmobiles, Chevrolets and a GMC. 1965 Olds Jetstar convertible, 1973 Olds 98 Regency four door hardtop, 1974 Olds 88 convertible, 1971 Impala convertible, 1972 Impala convertible, 1936 Chevrolet Standard two door sedan with 36,000 miles (in the family for over 60 years), 1950 Chevrolet sedan (Clarence's first car), and a 1949 GMC pickup (in the family for 60 years).

When you see the Stenders at a car event, they may not be driving a Lincoln, but they will be driving a classy car!



Stender's 1990 Mark VII

The final stop for the Welcome Wagon this month is back in Willmar, in a driveway filled with clean vintage Chrysler products. It is the driveway of **Greg Gjerdingen**, 711 Sixth Street SE, Willmar, MN 56201, 320-444-7894, greg.gjerdingen@yahoo.com (the G and n are silent in Gjerdingen: Jer di gen). Greg is a former student of mine, a former Willmar Car Club president, the definition of a true automobile enthusiast, and a photographer extraordinaire. He has assisted with the New London to New Brighton Antique Car Run and is a good friend who has never owned a Lincoln. But with your help, we can change that last part. Bob Johnson 'discovered' Greg when Bob saw Greg's internet album of photos of our July 2018 Mid-America LCOC Meet.

I have enjoyed Greg's photos and friendship for years, and his first wedding shoot was in Bismarck for Micki and me in 2012.



Greg has ridden in every type of licensed vehicle made in the last 30 years, and some over 100 years old. I will let

(Continued on page 13)

More Welcome Wagon

Greg tell us how all of this happened:

I grew up in Willmar, Minnesota. as a little car freak that continued for all of my life so far. I collected Matchbox, Hot Wheels, and other little cars and then I turned to building plastic model kits until I was 15 and bought my first car a 1969 Toyota Corolla. Then I became busy working on the car or working jobs to keep the car on the road. College kept me busy, but I still always visited car shows and worked on my own car. My parents only had Ford and Chrysler products. I have had a little broader mix of cars over the years. I lived in the Twin Cities Metro Area for about 20 years (minus a couple of years in Chicago). In 2001, I started working as a License Examining & Inspection Specialist at the West Metro Exam Station in Plymouth Minnesota My primary responsibility is to administer written and road tests for cars, motorcycles, trucks, and buses. In 2007, I transferred and moved back to Willmar. I was able to be closer to my family, and it was easier and cheaper to keep my 1964 Imperial Crown Coupe and then add my 1980 Dodge St. Regis and 1978 Chrysler New Yorker.



Above, Greg's 1964 Imperial Crown Coupe
Below, his 1980 Dodge St. Regis sedan



Greg's 1978 Chrysler New Yorker sedan

My Dad was interested in photography and helped me get started as a youngster. Of course, one of my favorite subjects was cars. I have such a broad interest in cars I became frustrated by the limitations of film cameras and rationing what cars to take pictures of and stopped bringing my camera to car shows. In 2009, I bought my first digital camera for a Caribbean Cruise, and a monster was unleashed. No longer restricted to 36 images, I went crazy taking pictures at all sorts of automotive events and posting them on Flickr. I now have over 125,000 pictures (primarily of cars) posted on Flickr with over 43 million views.

Greg is a member of many car clubs, and we are happy that he joined the North Star LCOC. Enjoy the Lincoln ride, Greg!



A very young Greg with his first sports car

Since this is the last column of the year and wish lists abound, here are a couple photos that could define Christmas joy. The first is happy four year old Greg Gjerdingen with his first sports car; which brought miles of smiles to this young car enthusiast.



The second photo is a Lincoln Mark V wagon; which would bring miles of smiles to this Welcome Wagon columnist. This dream wagon has traded hands a few times since it was custom built for Wayne Newton. If Santa delivers it, I would joyfully sing.... Danke Schoen!! More new members next year!! Stay happy and healthy!

My First Car

My first car as presented by Bob Roth.

My first car was a 1952 Mercury Monterey Custom Coupe. It was blue in color. The picture with this story is a file photo and not of my original car.



It was bought from Quantrell Cadillac in downtown St. Paul. I don't remember the price. I was 22 years old and had just been discharged from the army after finishing my two year military obligation.

It may seem odd that I didn't buy a car till I was twenty-two, but I grew up in the "Selby/Dale" area of St. Paul; which was a "neighborhood" type area.

You really didn't need a car because you stayed in a five block area and if you needed to travel farther you rode the street cars. For 20 cents, you could go almost anywhere in the Twin Cities area.

I would hand wash my car weekly and wax once a month. It is funny that I didn't rub the paint right off the car with all the attention that I gave it. Every fall, I would use Simonize paste wax for the winter. It just had to be the shiniest, cleanest 1952 Mercury in the Twin Cities.

I had this car when I met the "Love of my life," Nan, in the fall of 1955. At the time, we were married two years later. In August 1957, I was working for Northern States Power in the Purchasing Department as a buyer.

One commodity I bought was tires. At this time, a new process was available. RECAPS..they were about 1/3 the cost of new tires. I needed new tires for the honeymoon, so I purchased 4 "recaps" from the Firestone Tire store.

We wound up taking a 1,100 mile trip through Madison, Wisconsin, through Chicago, onto the Ohio Turnpike, to the Baltimore/Washington area, up to New York City, Niagara Falls, through Canada to Michigan, ferrying across Lake Michigan from Ludington, Michigan to

Manitowoc, Wisconsin and then back home to St. Paul. Yes, if you remember "recaps," I blew all four and had to replace each one. Of course, with brand-new tires. I was done with "recaps."

This car was a very good car, and it continued to serve us very well until we bought our first new car in 1959. It was a Ford Galaxie 500 Sedan. The color was Tahitian Bronze exterior with Fawn Tan interior. I don't know why I remember the color. I recently saw one at a car show and it was the first time since 1959. It really brought back memories. At the time, we bought this car, we were very much interested in the second year for the Thunderbird. The price was out of our budget, so we had to pass on the T-bird. The Bird had a base price of \$3900 while the Ford Galaxie was \$2582.00. Just a bit too much of a stretch for us in 1959. Yes, I eventually did get 58 T-bird years later — but, that's another story.

The 1952 Mercury Monterey Custom was considered a medium priced luxury car by Ford at the time and I would have to say that that was true.

It had a 255 cubic inch engine and was rated at 125 horsepower with a 3 speed Mercury-O-Matic transmission. It was a great value for the money and provided us with some very good transportation during the years that we owned it.

YOU'RE YEARS AHEAD with Fore-runner Styling! From Jet-sweep hood to graceful rear deck—daring, sweeping lines prove it's new through and through. And remember: Mercury's year-ahead design puts you real money ahead at trade-in time—if you can ever bear to part with it!

Looking for style + economy? —We've got news for you

MERCURY LEADS THE INDUSTRY WITH FORERUNNER STYLING
Your own eyes will give you the good news. You'll see at once that Mercury is new in a fresh and daring way that makes other "new" cars look old. You'll also see that Mercury is loaded with exciting new Future Features... like the Interceptor instrument panel... Space-planned interior. But here's the best news of all:

MERCURY AGAIN WINS MOBILGAS ECONOMY RUN
Yes, this massive Mercury—with the stepped-up V-8—161 pound per pound the most economical car in America today. Mercury, with optional overdrive, has taken top honors in its class in the Mobilgas Economy Run for three straight years—twice with the two-mile Grand Sweepstakes. Drop in at your Mercury dealer's today and prove it all for yourself. You've got nothing to lose... except any old ideas you may have about big, beautiful cars being expensive!

MERCURY DIVISION • FORD MOTOR COMPANY

EYE AMERICA'S NO.1 STYLING STAR

MERCURY

TRY THE SWEEPSTAKES ECONOMY CHAMPION

Preview of Coming Events

- December No North Star events planned for this month. Take some time to celebrate with your relatives and friends.
- January **Sunday Brunch on January 27** at Dehn's County Manor, 11281 Fernbrook Lane, Maple Grove, Minnesota at 11:30 AM. A great breakfast menu
- February **CCCA Potluck/Auction**, Firefighters Museum, 664 22 Avenue NE, in Minneapolis. More information in February issue.



For Sale

1990 Mark VII Bill Blass

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



For Sale

1983 Lincoln Mark VI coupe. Nice red car with white top and white leather interior.. New exhaust, EGR valve, plugs, dist cap and wires. New valve cover gaskets. New tires. New fuel injector regulator. Runs and drives great. Nice paint and interior. 47,000 miles. \$5,500.00.

Jim Christenson 320-262-3288

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

www.northstarlroc.org Click on publications.

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

North Star Activities



No activities planned for December to permit you to spend plenty of time with family and friends. Enjoy the holiday season and we will be back with a fresh slate of activities beginning with a January brunch to help all our members celebrate the New Year.

Members with ideas about events for 2019 should contact your North Star Board of Directors and let us know what you would like us to do. Keep in touch, we value your opinion.



Let us all get together to welcome in the New Year at our first event for 2019.

Sunday, January 27, 2019 at 11:30 AM

Please join us at Dehn's Country Manor, 11281 Fernbrook Lane, Maple Grove, Minnesota at 11:30 AM, Sunday, January 21, 2019.

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.



Upper Midwest Region of the Classic Car Club of America

POT LUCK DINNER AND AUCTION

Coming this February

Date and Time in our next newsletter

To be held at the Firefighter's Museum
664 22nd Avenue NE, Minneapolis

North Star LCOC members are invited.