

The Goepfinger Continental Mark II



An interesting story about a very special and unique car.

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.

We recently received word about the passing of Hans Goepfinger, son of Walter Goepfinger and brother of Neil. We subsequently spoke with Neil about his Mark II Convertible, which is still in his possession. He was searching for some information about this unique car. I did provide Neil with a flashdrive containing all of the back issues of Comments and information about how to use Adobe software to search the entire drive for any references about his Mark II. Neil Goepfinger intends to gather as much information as he can about his Mark II, so he can have a more complete package for buyer inspection when he puts it up for sale, perhaps as early as the spring of 2022. Neil believes that it is time for this exceptional vehicle to find its way into the hands of new owners. This story, written by Walter Goepfinger and edited by Tim Howley, originally appeared in the first quarter (issue 155) of Continental Comments.

To begin the story of the lovely Continental MK II Convertible, it would be appropriate to reprint the following the official announcement by the company's Lincoln Division released Friday, October 12, 1956, more than a quarter of a century ago: "Two of the most famous names in the automotive industry — the Lincoln Division of Ford Motor Company and the Derham Custom Body Company — collaborated in creating the Continental MK II Cabriolet Convertible. The first true Continental convertible built since production of the Lincoln Continental series was suspended in March 1948, the Cabriolet carries out the theme of modern formal elegance typical of the Continental MK II hardtop coupe, a prestige car being produced in a limited volume by the Ford Motor Company.

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Trivia from the Internet



Annette Funicello
American Actress
1942 - 2013

Annette Joanne Funicello was born in Utica, New York, to Virginia Jeanne (née Albano) and Joseph Edward Funicello. Her family moved to southern California when she was four years old.

Funicello took dancing and music lessons when she was a child in order to overcome her shyness. In 1955, the 12-year-old was discovered by Walt Disney when she performed as the Swan Queen in Swan Lake at a dance recital at the Starlight Bowl in Burbank, California. Disney cast her as one of the original Mouseketeers. She was the last to be selected, and one of the few castmembers to be personally selected by Walt Disney himself.

In 1955, she signed a seven-year contract with Disney at \$160 a week to
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Editors Message

Dear friends and gentle readers:

We are quickly winding down 2021. I really wish I could say it was a great year, but for a lot of us, it was more or less a repeat of 2020. While we are making considerable headway with better

treatments and vaccines for dealing with Covid-19, it could be better. More people are now working again, and unemployment is at a record low. Many companies are having difficulty finding enough skilled workers to fill open positions. We all need to set aside our petty squabbles and work hard to create opportunities that will lift all to greater prosperity and provide good educational opportunities, either through traditional four-year colleges or technical-centered schools. We need highly qualified people to improve and grow our country, and a good education is one of the ways to provide it.

If you are following any auto-related publications, you will soon realize that there is a sea change coming to the auto industry. These days, all the news is about electric vehicles, with many companies going fully electric in just a few years. I am not going to go out and buy one tomorrow, but it is still interesting to see all the excitement that is out there about them. Ideally, it would be nice to have one at home and with a big solar panel on the roof to provide the electricity to keep them charged. If you have one at home, you will need to upgrade your home electrical system to handle the extra load required to operate the charging systems. And in the cold winter months, the same battery that powers your motors will also have to provide energy to the resistance heaters to keep the car warm. In the summertime, electrical-powered cooling compressors will be necessary to run the air conditioning system in the car. Both will take some of the battery power and narrow down your overall range. In two years or so, there will be a lot of changes incorporated to vehicles sold at that time, which

should serve to make them more attractive to consumers.

We recently lost one of our very fine members, Roger Wothe, who has been with the North Star Region since the 90s. Roger served as the secretary of the North Star Club for 25 years, retiring late this summer. He will always be remembered as a literal fountain of knowledge of all things mechanical and for his breathtaking restoration of a 1942 Lincoln Continental Cabriolet. This car is one of the best out there, and Roger has been working on it over a long period of time, tweaking this and that to make sure it is the best 1942 out there. Roger also finished a 1942 Lincoln Continental Coupe. This was to be a companion to the Cabriolet. Not a true classic, it incorporates a number of mechanical enhancements, which in no way detract from the appearance, but make it perform and drive almost as well as any modern-day



Sweet Olga's distant cousin, Hugz, who resides in the Portland, Oregon area and is our west coast correspondent for the Northstar News, is shown taking a break from his duties of scouting out interesting Lincolns. I wish he could focus a bit better on searching out unique Lincolns instead of enjoying a very beautiful day at Rooster Rock State Park with his mom, Andrea.

vehicle. Roger was the consummate engineer, indeed an engineer's engineer, and was always more than willing to share his knowledge and abilities with others. A man of good humor with a disarming personality. All of us genuinely treasure each moment that we were able to spend with him over the years.

Please take some time to reach out to your friends and relatives this holiday season. Check-in with them to see if they are all right and let them know that you are thinking of them. As we age, we discover that life is fragile and there are no certainties. Do your best to stay in touch with others. My very best wishes to all of you. We all appreciate your continuing support of the North Star Region. And if you have an extra dollar or two, Sweet Olga would appreciate it if you would send it off to a local animal shelter. We hope to see you all in the coming new year.

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

*Directors Message by Bob Johnson December 2021**(Continued from page 2)*

rise to \$500 a week if all options were exercised. Funicello proved to be very popular, and by the end of the first season of *The Mickey Mouse Club*, she was receiving 6,000 letters a month, according to her *Disney Legends biography* - more than any other Mouseketeer.

She had a crush on fellow Mouseketeer Lonnie Burr. In 1958, at the finale of the show, she had to say goodbye to each of the members of its cast, and, in her own words, "I never cried so hard in my life".

In addition to appearing in many Mouseketeer sketches and dance routines, Funicello starred in several serials on *The Mickey Mouse Club*. These included *Adventure in Dairyland*, the second and third *Spin and*

Marty serials - *The Further Adventures of Spin and Marty* (1956) and *The New Adventures of Spin and Marty* (1957) -

and *Walt Disney Presents: Annette* (1958) (which co-starred Richard Deacon).

In several scenes in the *Annette* serial, she performed the song that launched her singing career. The studio received so much mail about "How Will I Know My Love" (lyrics by Tom Adair, music by Frances Jeffords and William Walsh), that Walt Disney issued it as a single, and gave Funicello (somewhat unwillingly) a recording contract.

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can.

Roger was a dear friend and one of the best members our club ever had. It will be a long time before we realize all the things that Roger did for us over the years. He was a very kind and gentle person and an exceptional engineer. Just the week before he passed, he was at our brunch at the Lowell Inn in Stillwater, enjoying the good company of our other club members.

This past October 24 at Dehn's County Manor, we had just honored him for over 25 years of service as the Region's Secretary. He will be missed terribly by the many friends he had in the Lincoln Club and the other clubs he belonged to.

Our two fall brunches had 49 members attend one of both events, and the fellowship and friendship displayed is why we have such a great region. We thank those who attended, they were: Paul and Deb Andahl, Luke Ashton and friend, Stef Bailis, Tom and Gunta Brace, Brian Carlson, Jon Cumpton, Suzanne Hansen, and Liz Christensen, Jeff and Wendy Eisenberg, Karl and Sharon Flick, Matt and Katie Foley, Bob Gavrilesco, Dave Gustafson, Kevin, and Kathryn Hardie, Dave and Tammie Heeren, and mother of Tammie, Bill and Kathrine Holiday, Bob and Mary Johnson, Jan Leppla, Al and Kathy Longley, Art and Mary Monson, Ray and Jeanine Nelson, Faythe Oberg, Don and Donna Peterson, Carlito Reyes, Bob Roth, Dave Sandels, Randy Smith and wife, Chris Struble, Brad Videen, Nels Woods, and Bella, and Roger and Barb Wothe.

This January, we will start out with one the best buffets in area, a Sunday Brunch, at Dangerfield's Restaurant, Shakopee, on January 9 at 11:30 a.m., 1583 First Ave. East, Shakopee. Please RSVP to Bob Johnson by January 5.

Our highlight of 2022 will be a four-day road region trip to Harley Davison museum in Milwaukee, May 12-15, 2022, was confirmed by Bill Holaday; we will drive to Milwaukee Thursday, May 12, and have confirmed dates with the Doubletree Hotel in downtown Milwaukee, and blocked 15 rooms, with the understanding that the number could be more or less. The rate is \$149, and he will send a link to register as soon as he receives it from the hotel. The hotel will set aside special parking for us and will have a washing station. We will get the *Harley Davison museum* group rate for 12 or more people. The self-guided tours are currently being offered, but behind the scene and guided tours are not. That is being monitored and may change by next spring. Bill is working on other tours for this trip.

Our North Star membership has been slowly growing due to the personal contacts done by you. Your call is the best way to get a new member, please call anyone that you know that is interested in the Lincoln brand. Reach out to people you know that love Lincolns; we need them as members.

Mary and I would also like to wish all of you a very happy holiday season. And our very sincere wishes for a Happy New Year. May it bring you much happiness and good health.

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

Bob and Mary Johnson

Board Of Directors - 2021 - 2022

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	cgstruble@fedex.com	2023
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2022
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2023
Director	Bob Roth	H(763)475-1429		2023
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2023
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2022

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

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

The Goepfinger Mark II continued...

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A pearlescent white lacquer finish contributes to the car's dignified yet youthful appearance, which is further heightened by the red and pearlescent white leather interior trim. The four bows supporting the white-lined Orlon top are chromed, as are such other interior features as the header, side rails, and A-pillars. All of the new moldings required as a result of the conversion are handmade. The bows were formed by hand, then covered with chromed metal. Linkage actuating the convertible top also is chromed. The body has been widened at the pillars and reworked to retain the car's character lines. New windows, the slope of which is different from that found in the hardtop coupe, have been handmade to follow the reworked contours of the body. Despite the fact that the convertible top of the Cabriolet has been rounded more than the roof of the hardtop coupe, the car is only 57 inches high. Side armrests in the rear seat have been replaced by a portion of the mechanism that actuates the convertible top. The package tray, found in the hardtop coupe behind the back seat, has given way in the Cabriolet to a pocket panel that houses the top when down and the actuating mechanism. When the top is lowered, it is covered with a red dust boot. These changes at the rear of the passenger compartment have involved a complete redesigning of the rear seat to provide for the removal of the center armrest and for a new single-biscuit seat cushion and back.

The Derham name in script lettering, a hallmark of fine custom bodies for decades, is found on the Continental MK II Cabriolet at the bottom of the left front fender, between the door and the MK II emblem. "The Cabriolet is completely operative in every respect and is not merely a show car, according to Henry B. Daniels, general sales manager of Lincoln Division. Its production, he explained, involves the customizing by Derham of the body of the standard Continental MK II hardtop coupe. Introduction of the Continental MK II Cabriolet revives an association between Lincoln and Derham which gained prominence in the late 1920s. A number of Derham-bodied Lincolns of that period have since become American automotive classics. The Continental MK II hardtop coupe is being produced in a plant built exclusively for that purpose just outside Dearborn, Michigan." (End of press release)



William Clay Ford with Marnie and Walter Goepfinger at the Cotswold mansion of Mrs. Ford's father, the late Edsel B. Ford.

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Northstar Monthly Board Meeting Minutes

November 2021

BOARD OF DIRECTOR'S MEETING

The meeting was called to order via a conference call by Regional Director Bob Johnson at 6:31 p.m.

Board members attending the conference call were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Matt Foley, Bill Holaday, Dave Heeren, and Chris Struble. The Board members not present were Roger Wothe, Jay White, and Jeff Eisenberg. There were no visitors. The minutes of the previous meeting and the agenda of this meeting were approved.

Director reports:

The first part of the meeting consisted of conversations between our members who discussed the booster shots. The club continues to exercise caution regarding Covid19.

Activities report:

Chairperson Bob Johnson reviewed the activities schedule for the rest of 2021. There are 36 members signed up for the Lowell inn brunch this Sunday, November 7, 2021. Members should arrive before 11:00.

The next event will be in January at the Machine Shed in Lake Elmo. Bob Johnson will check for open dates. Bob Johnson has talked with Morrie's about the tour. At this point, it looks like April will work, pending any Covid issues. May will include the Milwaukee trip. The question was raised- will members be driving their collector cars or their daily drivers? The Harley Davidson folks are excited about having our members' collector cars to display during this event. The Harley Davidson Museum will be open. The power train plant will not be available for tours. A tour of the Pabst Mansion is being considered during this event. The annual car show will be held in June at Bloomington, Lincoln. Other event ideas include a car show at Cheshire Park off Carlson Parkway, attending other shows as a group, and other dealership shows as a group. A discussion regarding including other brands was discussed.

Jay White has been posting many pictures on the North Star Facebook page. There are 492 likes.

Treasurer Matt Foley reported that the treasury balance is \$4547.99, with all bills paid.

Membership and Publications Director Dave Gustafson stated that the renewal for membership is in January. No new members were reported. Current Members are encouraged to call prospective members or meet in person to promote the value of joining our club.

There being no further business, the meeting was adjourned at 7:23 p.m. There will not be a Board Meeting in December. The next meeting will be held in January via a conference call from Bob Johnson.

Respectfully submitted by Chris Struble

MERRY CHRISTMAS - HAPPY NEW YEAR

Our sincere wishes for a fine holiday season and a very happy New Year. Enjoy the days ahead with loved ones and good friends. See you next year.

Your Northstar board of Directors; Bob Johnson, Bob Roth, Matt Foley, Tom Brace, Bill Holaday, Jay White, Dave Hereen, Chris Struble, Jeff Eisenberg and David Gustafson

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After the Mickey Mouse Club, Funicello remained under contract with Disney for a time. She had a role on the Disney television series Zorro, playing Anita Cabrillo in a three-episode storyline about a teen-aged girl arriving in Los Angeles to visit a father who does not seem to exist. This role was reportedly a 16th birthday present from Walt Disney, and it was the first of two different characters she played opposite Guy Williams as Zorro. She had a multiple-episode guest arc on Make Room for Daddy as an Italian exchange student.

Funicello made her feature film debut in the Disney-produced comedy The Shaggy Dog (1959) with Fred MacMurray and Tommy Kirk. The film was a success at the box-office.

Although uncomfortable being thought of as a singer, Funicello had a number of pop record hits in the late 1950s and early 1960s, mostly written by the Sherman Brothers and including: "Tall Paul", "First Name Initial", "O Dio Mio", "Train of Love" (written by Paul Anka) and "Pineapple Princess".

They were released by Disney's Buena Vista label. She also recorded "It's Really Love" in 1959, a reworking of an earlier Paul Anka song called "Toot

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More Custom Mark II

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Sweet". Paul Anka was said to have a crush on her; though she was only a year younger, Walt Disney "protected" the underage actress from Anka's advances. Anka's song "Puppy Love", is said to have been inspired by his hopelessly unlikely romantic crush on Funicello.

In December 1959, Funicello attempted to have her contract with Disney set aside, claiming that it was unenforceable and that she was without an agent or legal counsel when she signed it. She was receiving \$325 a week (About \$3,000 in 2020 dollars). The court refused.

*In 1961, Funicello returned to Zorro playing a different role. She starred in a big budget musical for Disney, *Babes in Toyland* (1961), alongside Tommy Sands and Kirk.*

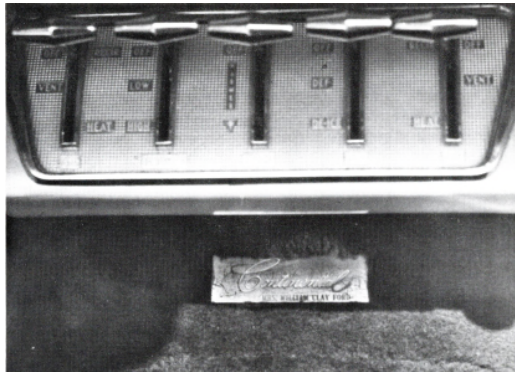
*Funicello moved on from Disney to become a teen idol, starring in a series of "Beach Party" movies with Frankie Avalon for American International Pictures. These started with *Beach Party* (1963), which was so successful American International Pictures signed Funicello to a seven-year contract and starred her in a series of beach party movies.*

*Funicello guest-starred on episodes of *Wagon Train*, *Burke's**

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Quoting from a letter dated October 12, 1981, written by Mr. George A. Haviland, Executive Assistant to William Clay Ford "In referring to the color of the car, Ford stated — "Once it came off the show circuit, Mrs. Ford drove it, and it was redone in a light blue metallic finish with a black top." Meanwhile, by the time I took possession of the car, Mrs. Ford had had it redone once again, this time in a dark metallic blue-green, painted over the other two previous colors. I then had all paint removed, and a multi-coat hand sanded and rubbed sky blue lacquer finish applied by Ordeen Braathen. This is the color of the car today. The Lincoln interior trim shop installed a new white and blue leather interior with a blue dashboard and top boot. At that time, the black mouton carpeting was also installed before turning it over to Mrs. Ford for her possession."



Below the climate controls is the "Mark II nameplate" showing it was made for Mrs. William Clay Ford.

As the owner for the past twenty-three years (car purchased in 1961) of the only genuine Continental MK II Convertible ever produced by the Ford Motor Company, I have continuously felt a deep obligation to protect and maintain this very special car for Lincoln Continental enthusiasts and owners as well as for my family and myself. Many people have assisted me in this effort, including LCOC club members themselves. A special thanks goes to Ordeen Braathen of Minneapolis, a longtime member of the Classic Car Club of America and a past president of the CCCA Upper Midwest Region, who did the excellent and complete restoration of the car in 1962. Today's floor covering is still Mrs. Ford's original black mouton. I have a spare hide for replacement of the interior, if necessary, obtained from Bridge

of Wier, Scotland, the same as used in MK II coupes. At the time of purchase of the car by me in November 1961 from Mr. Paul Wagner of the Ford Motor Company it, was painted a metallic dark blue-green color which Mrs. William Clay Ford prescribed during her period of ownership of it, as well as a new black top. Originally, as mentioned before, when produced by Derham, it had a white top with a pearlescent white body finish and red and pearlescent white leather interior, later changed by her to blue and white.

During the 1981 Eastern National LCOC meet at Dearborn club, members attended a reception and buffet dinner at the former home of Edsel Ford, a Cotswold mansion on Lake St. Clair. The MK II convertible was parked near the front door with other members' cars. During the evening, William Clay Ford came to the house to visit with us and to see his former car. He described to us a number of differences between the Continental MK II coupe and the convertible. Because he was directly involved in the design of both of them from the time of inception until the finished products appeared, he was able to outline in detail the modifications done to create the convertible.

There is no doubt about the pleasure he experienced in looking the convertible over very thoroughly — exterior, interior, and engine compartment, actually stating he was sorry he and Martha had disposed of it. It was really one of their family cars in many ways, he and Martha having driven it to Florida for a winter vacation and used it to pull his golf cart. Finding out about the golf cart came in an interesting way. He asked me what work we had done to the car after acquiring it. Among other things, such as repainting and restoring the leather interior, I told him that we had the boat hitch removed. He replied — "Boat Hitch? — We never had a boat hitch on it." "Well, there was one when we took delivery," I replied. After showing perplexion for a moment, he said, "Oh yes, now I remember — I injured my hamstring in the mid-fifties and sent the car over to the shop where I had the boys install a hitch for my golf cart because I couldn't walk around the course."

After returning from that meet, I received the following personal letter from him dated September 28, 1981:

Dear Mr. Goepfinger:

It was a pleasure seeing you again at the

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Custom Mark II continued...

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Law and The Greatest Show on Earth, then starred in another two-part Disney telemovie with Kirk, *The Misadventures of Merlin Jones* (1964). This was released to cinemas in the US and became a surprise box office hit.

Also popular were the follow ups to *Beach Party*, *Muscle Beach Party* (1964) and *Bikini Beach* (1964).

When she was cast in her first beach movie, Walt Disney requested that she only wear modest bathing suits and keep her navel covered. However, she wore a pink two-piece in *Beach Party*, a white two-piece fishnet suit in the second film (*Muscle Beach Party*) and a blue and white bikini in the third (*Bikini Beach*). All three swimsuits bared her navel, particularly in *Bikini Beach*, where it is visible extensively during close up shots in a sequence early in the film when she meets Frankie Avalon's "Potato Bug" character outside his tent.

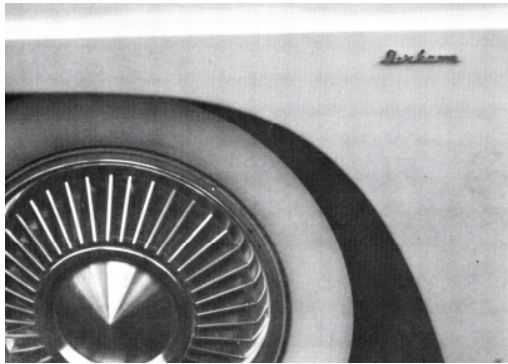
Funicello made *Pajama Party* (1964) for AIP with Kirk, not Avalon, though it was an unofficial *Beach Party* movie and Avalon made a cameo. Avalon was back as Funicello's co-star in *Beach Blanket Bingo* (1965), then she and Kirk did a sequel to *Merlin Jones*, *The Monkey's Uncle* (1965). *The Monkey's Uncle* featured Annette singing with *The Beach Boys* and was another huge hit.

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the standard model. The Cartier Edition excellent LCOC meet, and I must say your MK II convertible brought back many pleasant memories. I'm grateful that you've kept it in such fine condition. We were delighted to play host to you and your fellow LCOC members. I look on it as a partial payment of a debt because your loyalty and support have been heartening to us over the years.

Sincerely,
William Clay Ford



Notice the Derham signature script to the right of the wheel opening. Walter Goepfinger moved the script from the bottom of the fender to a more protected position.

WM. CLAY FORD HEADED THE MK II PROJECT - As most LCOC members know, William Clay Ford, Henry's youngest grandson, was chosen to head the MK II project at its inception and carried it out in an excellent manner, watching over it in minute detail daily and oftentimes at night. His staff was John Reinhart, Designer; Harley Copp, Chief Engineer; and Gordon Buehrig, Body Engineer. In Gordon's book titled *"Rolling Sculpture"* he mentions the following special work that was done in modifying the coupe frame to accommodate the needs of a convertible body: "For our convertible program, we purchased a number of different makes to study. The one that was outstanding was a Mercedes-Benz Model 300S. The car was absolutely quiet with the top up or down. We studied it carefully to learn the secret of its marked superiority, and we found it. This car had been built with compliance (flexibility) in a number of areas where you would normally expect rigidity. A structure that is subject to torsional loads is far stronger if it has a carefully controlled compliance engineered into the design than if it is designed for complete

rigidity. We applied the lesson learned from the Mercedes, and the result was gratifying. The convertible — proved in the structural test laboratory to be the best convertible they had ever tested."

OTHER CONVERTIBLES - During my ownership of the MK II convertible, car buffs and even LCOC members have asked, "Wasn't there another MK II convertible produced by Ford Motor Company?" The facts are that there was (1) a retractable hardtop, (2) a 1953 Lincoln "Cobbled Car" convertible body put on the MK II chassis for the development of the car I now own. The hardtop convertible engineering development eventually found its home in the Ford Skyliners of 1957, 1958, and 1959. A number of these hardtops are now in the hands of collectors. (3) the third convertible is the one I now own. In Buehrig's book, *"Rolling Sculpture,"* Gordon, in referring to the development of the MK II hardtop convertible, says further — "This is not to be confused with the *single* Continental MK II convertible, which was conceived by John Reinhart and constructed under the direction of Enos Derham of the Derham Custom Body Company in Rosemont, Pennsylvania. That car was first shown at the Texas State Fair in Dallas in October 1956 and then presented to Mrs. William Clay Ford." The car I own carries Mrs. William Clay Ford's name on the gold plate below the air control console, on top of the transmission tunnel. This verifies Mrs. Ford's ownership.

In his book, Buehrig shows two pictures of the "Cobbled Car" convertible — one front three-quarter shot and one direct rear. Although on a MK II chassis, the appearance is all 1953 Lincoln convertible as the grille is 1953 stock, the body sides have the chrome spear horizontally down the middle, and the rear has protruding fin taillights and is without the Continental wheel impression on the rear back lid. He states in his book in referring to the cobbled cars — "We had them constructed by the Hess and Eisenhardt Company of Rossmoyne, Cincinnati, Ohio. The bodies, however, were constructed from current Lincoln stampings, *which were cut up and pieced together* in a plan which gave the car the (size) proportions of the MK II. I especially enjoyed building our cobbled cars. It was my only chance on the entire program to do a little styling. The exercise reminded

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The Goepfinger Mark II continued...

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Funicello made a cameo in two AIP comedies starring Avalon, Ski Party (1965) and Dr Goldfoot and the Bikini Machine (1965), then she did How to Stuff a Wild Bikini (1965) with Dwayne Hickman. Box office receipts for the series were in decline, and neither Avalon nor Funicello appeared in the final installment, The Ghost in the Invisible Bikini (1966). AIP tried a new formula with stock car racing films, starting with Fireball 500 (1966) which starred Funicello, Avalon and Fabian Forte. The movie was popular enough for them to try another stock car movie, Thunder Alley (1967) with Funicello and Fabian. It would be her last lead in a feature film for two decades. Funicello guest starred on Hondo and had a short role in Head (1968), opposite The Monkees. During the 1970s, Funicello focused on raising her family. However she still occasionally acted, making guest appearances on shows like Love, American Style, Easy Does It... Starring Frankie Avalon, Fantasy Island and The Love Boat. In 1979, Funicello began starring in a series of television commercials for Skippy peanut butter. Her role as Skippy spokeswoman forced Funicello to turn down a role in Grease 2. In November 1985, she starred in the 16th episode of the Disney Channel documentary se-

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me of my Model A Ford which I redesigned and built while working at Duesenberg in 1930."

THE WEST COAST CAR - After reading that the Ford Motor Company produced only one MK II convertible, others will ask, "What about the convertible that we know exists on the West Coast now? Doesn't that prove there was a 'second' convertible produced by Ford?" The answer is NO. I have been familiar with the existence of this car for almost 20 years because of its numerous changes in ownership and frequency on the auction blocks or being advertised throughout the country when for sale. Much misleading advertising publicity has accompanied these activities. For instance, it was once advertised for an auction as one of three MK II convertibles in existence that the Ford Motor Company produced. Furthermore, it was claimed that the car had earlier been the property of Mrs. William Clay Ford! This car has also been advertised from time to time as being one of two produced by Ford.

DR. RUTH'S INVESTIGATION - Dr. Erwin C. Ruth, now deceased, LCOC's early longtime National Secretary and for whom the Ruth Trophy was established, did a great deal of research on the "second" convertible. He said he found in going over the records at Dearborn that the car's production identification plate showed it was first produced as a coupe. Dr. Ruth was a dogged investigator regarding unusual facts about the MK I and the MK II. After extensive correspondence, phone calls, and personal contacts, he concluded that the "second" MK II convertible was, indeed, originally produced as a coupe. A second or third owner had a custom shop somewhere cut the top off and converted it to a cabriolet, he told me. The car made its first appearance in the South, and Dr. Ruth always felt the conversion was done there.

TWO PERSONALIZED ITEMS - My MK II convertible has two personalized items on its exterior. Number one — as stated in the Lincoln Division's press release dated Friday, October 12, 1956, announcing the manufacture of the convertible; "The Derham name in script lettering, a hallmark of fine custom bodies for decades, is found in the Continental MK II Cabriolet at the bottom of the left front fender, between the door and the MK II emblem." I have moved this emblem up from that position to a point just

below the crease in the fender in order to protect it from any road damage or high curb scrapes that might occur. With Derham no longer in business, the script is irreplaceable. Number two — The initials "W.W.G." are painted in gold in old English form on each door a few inches below the window frame. Mechanically, my MK II has been a great performer and should last for a long time with good care. It uses no oil between 2000 mile oil changes. During my ownership, I have had installed a new power brake unit and a new fuel pump. That is all. A new glass jar for the windshield washer, broken inadvertently, was also replaced. Quite a good record for a car now close to thirty years old.



Top mechanism in action on the Mark II. Walter E. Goepfinger had his initials placed near the top of each door.

It's been a great joy for us to own this car. Many people, including first viewers, spontaneously tell us it's the most beautiful postwar car they've ever seen. Seldom a month goes by that we do not receive a long-distance call or a letter from some enthusiast, wanting to just talk about the convertible or to inquire if we are willing to sell it. Numerous of these contacts have come from overseas through the years. Many want a color picture of the car, which I usually send them. Others honk or call out to us as they pass us or we them. We feel gratified in realizing that this

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The Goepfinger Mark II continued...

(Continued from page 8)

ries *Disney Family Album* in an episode about her career.

She starred in a TV movie for Disney, *Lots of Luck* (1985), then was reunited with Avalon in *Back to the Beach* (1987). The two performed together live.

Her autobiography, dictated to Patricia Romanowski and published in 1994, was *A Dream Is a Wish Your Heart Makes: My Story*. The title was taken from a song from the Disney movie *Cinderella*.

A television film based on the book, *A Dream Is a Wish Your Heart Makes: The Annette Funicello Story*, was made in 1995. In the final scene, the actress portraying Funicello (Eva LaRue), using a wheelchair, turns away from the camera — turning back, it is Funicello herself, who delivered a message to a group of children.

During this period, she produced a line of teddy bears for the Annette Funicello Collectible Bear Company. The last collection in the series was made in 2004. She also had her own fragrance called "Cello, by Annette".

"Now that I've gone public with my illness, they can't do enough", she said in 1994. "They even send me home remedies to try. Everyone says, 'God bless you and I'm praying for you.'" She made her final public appearance on September 13, 1998, at California's Multiple Sclerosis Society, along with Frankie Ava-

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well-maintained "thing of beauty is a joy forever" to others besides ourselves. This car is not an ego trip for us; it is the marvelous culmination of the mechanical ingenuity and conception of ultimate classic artistic design placed in our hands for responsible care and for sharing with others.

During that time, Marnie and I have taken it to LCOC meets at Dearborn three different times. On the occasion of the 100th anniversary of Henry Ford's birth, the Henry Ford Centennial Meet was held at Greenfield Village. The car won our most prized recognition there, a 40-inch tall trophy upon which is inscribed: "HENRY FORD CENTENNIAL MEET — Greenfield Village — Dearborn, Michigan — July 26-27-28, 1963 — Mark II Continental — First Place — Walter Goepfinger — Presented by Lincoln-Mercury Division — Ford Motor Company." There won't be another centennial meet at Dearborn for another 80 years, and we won't be there with the convertible. I'm hoping that someone else will see to it that it is. If the car is still in the family, it will have to be a great-grandchild. The car has won firsts at other national LCOC meets, but the Centennial Meet at Dearborn is certainly our most valued because of the significance of the meet itself in Ford history. This machine is a tremendous pleasure to drive. I have often said that it is the nicest mechanically performing car I have ever owned. That conviction is renewed every time I drive it. At the time of acquisition, I was told that the entire engine and drive train parts were hand statically and dynamically balanced, explaining the smoothness of its performance. Handling and riding qualities are excellent also.

DRIVES HIS CARS - I believe in driving my collector cars, not trailering them to distant destinations. Driving is what they were produced for, and for the car's health, they should be. Besides, it's fun to feel their mechanical personalities. All are different. When I became the owner of the MK II in 1961, it had 24,000 miles on the odometer, and today it has 43,400, indicating that it has gone on some substantial trips, practically all long drives to and from meets. Although I am adamant about driving our MK II convertible rather than trailering it, the heavy truck traffic of the central U.S. industrial zone presents driving hazards to which I do not like to subject either the car or ourselves. Hence, we've

avoided going to eastern meets that require driving in Illinois, Indiana, Ohio, and Pennsylvania. We've gone to meets in all these states and have had some close calls which we don't want to repeat, either for ourselves or the car. When Dearborn meets are held, we'll try to make them, though. They are the most meaningful.

We'd like to take the car to the West Coast some time to a Western National meet, but again the preservation of the car from traffic hazards and overnight pilfering there are great. The drive-out would be a pleasant experience, though. Trailering has its great dangers, too — long-distance hauling also, as some of our LCOC members will attest.

LINCOLN CENTER - To give the MK II convertible the ultimate in protection against the wide swings in Iowa's climatic conditions, Marnie and I built on our Springbrook Farm home premises what we facetiously call "Lincoln Center For The Performing Carts." This structure is very well insulated, and temperature is thermostatically controlled by electric heat. Yellow tinted windows resist heat and sunlight. Housed along with the MK II are a Classic Car Club of America Grand Classic first place winner 1941 yellow cabriolet, a black 1948 coupe, and a mint condition red 1957 Thunderbird with only 8,000 original miles on it at the time of acquisition. The building contains various pictures of the MK II, two busts of Abraham Lincoln, antique car light fixtures, a lighted Red Crown Globe, and other antique car memorabilia. A restored hand-operated Red Crown gasoline pump stands next to it with a 10-gallon gas tank at the top and a lighted globe.

Every LCOC member interested in the MK II should read "*Continental Comments*" Number 141, Summer 1980 issue. Compiled and written by Bob Davis and with pictures from Elmer Rohn's collection, it is a meticulous description of the conception, design, and mechanical development of the MK II covering 25 pages of that issue. *Automobile Quarterly*, Volume 12, Number 1 (First Quarter 1974) did a good twelve-page story on it, too, including the convertible, written by Richard M. Langworth. In the years that I have owned the convertible, I have talked with John Reinhart and Gordon Buehrig about it on various occasions and enjoyed their recollections, as well as gaining new information concerning its development.

Happenings in the world for 1936

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lon. Funicello's best friend was actress and singer Shelley Fabares, whom she had met in a catechism class when they were teens. Fabares was a bridesmaid at Funicello's first wedding. Funicello was also very close to fellow Mouseketeers Lonnie Burr (her first boyfriend), Sharon Baird, Doreen Tracey, Cheryl Holdridge, Disney co-star Tommy Kirk and beach-movie co-star Frankie Avalon. She dated Canadian singer/songwriter Paul Anka and he wrote his hit song "Puppy Love" about her. Funicello was married to Jack L. Gilardi (1930-2019) from 1965 until 1981. They had three children: Gina Portman (born 1965), Jack Jr. (born 1970) and Jason (born 1974). In 1986, she married California harness racing horse breeder/trainer Glen D. Holt (1930-2018). The couple was frequently seen attending harness horse races at the Los Alamitos Race Course and Fairplex in Pomona in the 1980s and 1990s. In March 2011, her long-time Encino, California, home caught fire. She suffered smoke inhalation, but was otherwise unharmed. After the fire, Funicello and Holt lived in a modest ranch that they had purchased decades earlier, located just south of Shafter, California (north of Bakersfield), where she lived her remaining years.

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Lots of exciting things happened that year. Our good friend and North Star Club member, Roger Wothe, who recently left us, was welcomed into this world in 1936. The following was big news for that year.

1936 The depression lingered on with unemployment continuing to fall to 16.9%, and Hitler's Germany continued to show the world it was not scared of anyone but the 36 Olympics caused Hitler humiliation when his Aryan Supermen were dominated by the great Jesse Owens. Germany's Hitler, Italy's Mussolini and Japan formed an alliance which would show it's real reason for creation in World War 11. Many of Americas unemployed travelled to California hoping to get work but the local police chief posted guards at main entrance points blocking the "undesirables" this was illegal and later stopped. The Boulder Dam was completed later renamed the Hoover Dam.

King Edward VIII abdicates to marry Wallis Simpson

1. King George V dies in January only a year after celebrating his Silver Jubilee.
2. Edward VIII, the Prince of Wales, becomes Great Britain's ruling monarch from January to December.
3. Throughout his youth Edward had various affairs with married women. In 1930, he had fallen in love with a married woman named Wallis Simpson.
4. Simpson got divorced and it was clear that Edward was going to marry her.
5. Wallis Simpson would not have been an appropriate Queen as she was a two-time divorcee and both of her previous husbands were still alive. When faced with the prospect of choosing the crown or love, Edward made the decision to abdicate and renounce his claim to the throne.
6. Edward ordered the Instrument of Abdication on December 10th and it became effective on the next day. He also gave up any claim that his children might have to the throne. He had never been crowned King and he had ruled for a total of three-hundred and twenty-five days.
7. His brother Albert became King next and took the name George VI.
8. Edward married Wallis Simpson in 1937

and he became the Duke of Windsor after his abdication.

9. Edward and Wallis lived abroad for the rest of their lives in places like France and the Bahamas. He died in 1972 at the age of 78.

10. Some controversy surrounded the Duke and his political beliefs as he had made visits to Nazi Germany and had reportedly supported Hitler. Some people believe that his abdication was less for love and more to prevent a King with extreme political beliefs from taking the throne during a time of political crisis and impending war. He had also reportedly showed support for the unemployed and poor.

Jesse Owens wins 4 Gold medals on August 9 at the Summer Olympics in Berlin

1. Jesse Owens was born in September 1913.
2. Jesse Owens ties one world record and breaks five world records in May of 1935 within forty-five minutes at the Big Ten Intercollegiate Championship.
3. Summer Olympics were held in Berlin, Germany. Germany's leader, Adolf Hitler, had hoped that the Germans would dominate the games and therefore back up his claims of racial superiority.
4. Jesse Owens, an African-American man, dominated the track and field events at the Berlin Olympics. Here is a break-down of his Olympic accomplishments in Berlin.
 - a. Gold Medal in the 100 meter race
 - b. Gold Medal in the 200 meter race
 - c. Gold Medal in the 4 x 100 meter race
 - d. Gold Medal in the long jump
 - e. Broke or equaled nine Olympic records
 - f. Broke or equaled three World records
5. Owens managed to defy Hitler's racial claims and was thought of as a hero by those at the Berlin games and abroad.
6. While Owens was hailed as a hero by the people when he returned home to the United States, he still faced prejudice and discrimination in a racially segregated country. Owens was also denied recognition by US leaders and was effectively ignored by then President Roosevelt and his successor Truman.
7. Owens ended his athletic career after the Olympics. He died at the age of 80 from lung cancer.

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The Ford/Lincoln 460 Engine

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*In early 1987, at around 45 years old, Funicello reunited with Frankie Avalon for a series of promotional concerts to promote their film *Back to the Beach*. She began to suffer from dizziness, headaches, and balance issues and was diagnosed with multiple sclerosis. For the next five years, she hid her condition from her family and friends. In 1992, she publicly disclosed her diagnosis to combat rumors that her impaired ability to walk was the result of alcoholism. In 1993, she opened the Annette Funicello Fund for Neurological Disorders at the California Community Foundation.*

*In 1995, Funicello appeared on the Disney TV documentary on the 40th anniversary of *The Mickey Mouse Club*.*

*On October 6, 2012, the Canadian program *W5* profiled Funicello following her 15 years away from the public eye, revealing that her disease had severely damaged her nervous system. She had lost the ability to walk in 2004, had lost the ability to speak in 2009 and required a feeding tube, needing round-the-clock care in order to survive. Funicello's close friend Shelley Fabares also appeared in the profile piece.*

On April 8, 2013, Funicello died at age 70 at Mercy Southwest Hospital in Bakersfield, California, from complications attributed to multiple sclerosis. Her family and

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Member Ron Fenelon sent us this article about the introduction of the all new 460 engine for the Ford/Mercury/Lincoln product line. We have added an additional paragraph from Wikipedia, here at the beginning.

The largest-displacement 385 engine, the 460 was developed as the successor for the 462 MEL V8 and the 390 FE/FT V8. Introduced in the Continental Mark III for 1968, the 460 was initially exclusive to Lincoln (and the Mark III); in 1972, the engine was introduced for Mercury and was added to Ford (and intermediates) for 1973. The same year, the engine was added to Ford light-duty trucks (F-Series pickups). As Ford began to respond to the implementation of CAFE, the 460 (initially standard in Lincolns and highest-trim Mercurs) was made an option, effectively replaced by the 400 V8 (335-series). 1978 marked the final year of the 460 in Ford and Lincoln-Mercury full-size cars, coinciding with their downsizing. For 1980 to 1982, the 460 was exclusive to the Econoline 350, as the 400 V8 became the largest engine for F-Series trucks; for 1983, the 460 made its return to the F-Series (replacing the 400).

At the beginning of the 1968 Model Year, Approximately July 1987, it was the plan of the Lincoln/Mercury Division of the Ford Motor Company to introduce the new (485) 460 CID Model V-8 Engine in the entire Lincoln Car lines for the 1968 Model Year. This would include the new for 1968 Mark III Coupe. And the balance of the Senior Lincoln Car line models, the new 460 CID V-8, was intended to replace the 462 CID V-8 Engine, which Lincoln had used since the 1966 model year Lincolns.

At this point in time, I was employed at the Ypsilanti, Michigan Plant of the General Parts Division of the Ford Motor Company, as the Section Supervisor of the Quality Engineering Section of the Quality Control Department of the Ypsilanti Plant. The Ypsilanti Plant was the "original outlying plant" that old Henry Ford built after completing the Ford Manufacturing complex in the River Rouge Area in the Detroit Down River area of Dearborn, Michigan.

It was alluded at the time of old Henry Ford's expansion into the "Outlying Plants," that it was his intention to provide employment opportunities for farmers to be able to work during the day in a Ford Plant, in the general area of where they lived, and be able to return home at night and weekends to tend to their farm Properties. Old Henry was known to be a massive supporter of the American

Farmers.

Remember the Ford Car Body parts made from Soy Beans in the 1940/1941 time frame! That is another story about the Genius of Henry Ford.

Starting with the Ypsilanti, Michigan Plant in 1932, Old Henry Ford oversaw the construction of (8or9) Outlying Plants removed from the Dearborn area and mostly in the Central and South-Eastern area of Michigan.

Based on my present memory, the following is a list of the "Outlying" Plan Locations. Ypsilanti right alongside of I-94 on the way to Dearborn/Detroit, Dundee, Saline, Tecumseh, Manchester, and Northville (Still in operation). All of these plants were in Michigan. If you remember any of the Outlying Plants that I didn't recall, I would appreciate it if you would provide David Gustafson with an update to this story.

If you are familiar with any of these plants, you will remember that they all looked very similar in construction and shape. And they all incorporated a source of water to operate an undershot water wheel to operate an electricity generator to provide power for the operation of the plant and cooling water for processes that may need it.

Back to the 460 V-8 versus 462 V-8 engine situation. Upon conducting a four-wall inventory of the Bonded Warehouse at Camp Perry, Ohio, located east of Toledo, Ohio. This is the same Camp Perry on the shores of Lake Erie, where they hold the big Nation Shooting competition every year, The Lima, Ohio, Engine Plant where Lincoln Engines were built for a number of years had been using this Bonded Warehouse to store completed engines for quite some time. Imagine the reaction of the Corporate Management when the ramifications of the situation of the discovery of 30,000 obsolete (462-V-8) engines. Think of the amount of storage space 30,000 complete V-8 engines would consume!?

What would they do with 30,000 obsolete engines? Even at Inter Divisional Transfer Pricing, I guess that those Engines were probably worth \$300 each, or Approximately \$9 million in Value. Obviously, they would have to use them up. Which is what they did. Therefore, the first 30,000 1968 Senior Lincoln automobiles were built with the 462-V8 engines; a number of the Senior Operating Managers at the Ypsilanti Plant Leased Lincoln vehicles for their Personal Vehicles. Approximately eight of these Managers leased the new Mark III vehi-

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Fabares were with her when she died. A private funeral was held at the Cherished Memories Memorial Chapel in Bakersfield. Commenting on her death, Walt Disney Company chairman and CEO Bob Iger said: Annette was and always will be a cherished member of the Disney family, synonymous with the word Mouseketeer, and a true Disney Legend. She will forever hold a place in our hearts as one of Walt Disney's brightest stars, delighting an entire generation of baby boomers with her jubilant personality and endless talent. Annette was well known for being as beautiful inside as she was on the outside, and she faced her physical challenges with dignity, bravery and grace. All of us at Disney join with family, friends and fans around the world in celebrating her extraordinary life.

In 1992, Funicello was inducted as a Disney Legend. She received a star on the Hollywood Walk of Fame for motion pictures on September 14, 1993; it is located at 6834 Hollywood Blvd.

In the Disney Village shopping and dining area of Disneyland Paris, a 1950s themed restaurant called Annette's Diner is named after her.

From the internet....

1936 Happenings

(Continued from page 10)

Cost of Living 1936

Average Cost of new house \$3,925.00
 Average wages per year \$1,713.00
 Average Monthly Rent \$24.00 per month
 Cost of a gallon of Gas 10 cents
 A loaf of Bread 8 cents
 A LB of Hamburger Meat 12 cents
 Studebaker Car \$665.00
 Ladies Swimming Costume \$6.95
 Hot Cross Buns 16 Cents per dozen
 Campbells Tomato Soup 4 cans for 25 cents
 Oranges 2 dozen 25 cents
 Below are some Prices for UK guides in Pounds Sterling
 Average House Price 550

Born This Year

Jim Henson September 24th
 Winnie Mandela September 26th
 David Carradine December 8th
 Ursula Andress March 19th
 Alan Alda Janaury 28th -- Bronx, New York, United States
 Glen Campbell April 22nd -- Billstown, Arkansas, U.S.
 Charlie Daniels October 28th -- Wilmington, North Carolina, U.S.
 Engelbert Humperdinck May 2nd -- Madras, India
 Glenda Jackson May 2nd -- Birkenhead, Wirral, England
 F. W. de Klerk March 18th -- Johannesburg, South Africa
 Kris Kristofferson June 22nd -- Brownsville, Texas, U.S.
 Michael Landon October 31st -- Forest Hills, Queens, New York, U.S.
 John McCain August 29th -- Panama Canal Zone, Panama
 Mary Tyler Moore December 29th -- Brooklyn, New York, U.S.
 Roy Orbison April 23rd -- Vernon, Texas,

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More 460 motor

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cles for 1968, all equipped with the all-new 460 V-8 engines. Our production manager was the first of these managers to receive a 1968 Lincoln leased Town Car with the new 460 CID engine. His car arrived in March of 1968, indicating that they had used up the obsolete 462 V-8 engines.



The Ford all new "460" motor was found throughout the company product line.

With the introduction of the 460 CID V-8 engine in the Senior Lincolns and the new Mark III, there was a major change in the starter motors for all Lincolns and Ford/Mercury Vehicles with 400 CID or larger V-8 engines. This change resulted in the adaption of a solenoid actuated Starter Drive to the Ring Gear, ala GM Style starter motor, versus the previously used Plunger Pole, applied Starter drive engagement technique. This Plunger Pole Actuation technique was a unique lower-cost Ford Design versus the previously used inertia starter drive technique from earlier starter actuation methods.

Imagine adjusting 1968 Model year Production Plans for 30,000 fewer Carburetors, Distributors, Ignition Coils, and 240,000 spark plugs not needed for the 30,000 engines already produced!. The carburetors were produced at the Rawsonville plant, and the Distributors and Ignition Coils were produced at the Ypsilanti Plant. Spark Plugs came from the Fostoria, Ohio Autolite Spark Plug Plant.

The starter motor changed because the solenoid applied drive gear was easier on the drive gear's teeth and the ring gear teeth, improving customer satisfaction. And significantly lowered warranty costs and repairs. Hate to say it, the solenoid actuated starter drive engagement technique is a better way to go, but was a significant cost increase.

Our thanks to Ron Fenelon for sending this article for us to print in the newsletter.

Hail and Farewell



Roger Wothe
1936 - 2021

We are terribly saddened to report the passing of our good friend and longtime fellow Lincoln Club member, Roger Wothe, this past November 13, 2021. Roger was preceded in death by his parents and son, Mark Wothe. Roger's early life was varied and interesting. He grew up in Redwood Falls, Minnesota, attended schools there, and graduated from Redwood High School.

Roger was destined to become an engineer and attended Massachusetts Institute of Technology, transferring to the University of Minnesota, and received his engineering degree from the

University of Minnesota. Roger traveled around Europe and lived for a while in Germany, trained and served in the Army Reserves as a radio operator. Possessing a very outgoing personality, Roger made lifelong friends in those early years, including his fraternity brothers of Delta Upsilon.

Roger was the *complete* master of a drafting table. His drawings were literally works of art. After working as a draftsman for several different companies in the retail store fixture business, he decided it was time to move on. He established Environments Incorporated with a partner, which enjoyed a forty-year run as one of the most successful and influential manufacturers in the store fixture equipment industry. His impact in that community is legion, and his career was distinguished with numerous awards, including the TwinWest Chamber of Commerce Entrepreneur of the year.

Roger also made life-long connections to many, many people over the years, often as a member of all kinds of groups and foundations, including civic boards such as the Wayzata Planning Commission, Wayzata HRA, and other various city committees. Since its inception, he also served as a member of the Hennepin Technical College woodworking program's Advisory Board.

His passions included his business and buildings, and in later years, his very interesting car collection and the various clubs associated with those cars. Roger was also a people person, and his various memberships in the different clubs and activities led to more and more widespread connections with people.

Another interest was his love of music and singing, from a barbershop chorus to church choir, to recently performing with the Minnetonka Choral Society. Roger was a talker, and his stories will be missed even though they may have been heard a time or two previously. Many regarded him as the smartest person they knew and often turned to him for advice or problem-solving, and he was always willing to offer it. Every problem could be reduced to drawing something on his drafting table for a solution. Roger is survived by wife, Barbara Wothe; son and daughter-in-law, Scott and Laurie Wothe; grandchildren, Chloe and Simon Wothe; sister, Dianne (Wothe) Bjerke; nieces and nephews, and a whole bunch of cars. He will truly be missed by folks far and wide.

As reported above, Roger and Barb were longtime members of the Lincoln and Continental Owners Club. Roger served as the North Star Region's club secretary for 25 years, retiring this past late summer. He was recently honored this past October at a brunch this past October at Dehn's restaurant in Maple Grove for his many years of exemplary service to the North Star Region. Roger was always one of the first to volunteer for a task

which needed completion, and when finished, you could always be sure that the end result would be as near to perfection as possible. He was a true gentleman, a sparkling conversationalist, and just a delightful person to have as a friend. We all will miss him each and every day. Go in peace, our dear friend; your work on this good earth of ours is finished.

On Saturday, November 27, 2021, a memorial visitation was held for Roger at the David Lee Funeral Home in Wayzata, Minnesota. Memorials preferred to the Hennepin Technical College Foundation Scholarships (please specify for Cabinetmaking) hennepintech.edu/giving and the Minnetonka Choral Society Foundation.. minnetonkachoralsociety.org.



Hans Goeppinger - 1940 - 2021

Hans Hall Goeppinger, 81, of Boone, Iowa, died at his home in Boone on Friday, October 1, 2021. Hans, his father Walter, and his brother Neil were longtime members of the Lincoln and Continental Owners Club and owned the only known Ford factory authorized Continental Mark II convertible conversion. Well known in collector car circles, the family has owned this Mark for a long time, and it has been the subject of many interesting articles over the years.

He was born July 10, 1940, in Des Moines, Iowa, the son of Walter and Margaret "Marnie" (Woods) Goeppinger. Hans married Wanda Eklund at Augustana Lutheran Church in Boone. He graduated from Boone High School in 1958 and then attended Iowa State University. After college, he farmed in Boone until his retirement in 2005 and was a farm manager for farms in Boone and Hamilton counties until his death.

Hans was active in his community and held memberships in Kiwanis, the Fraternal Organization of Sigma Alpha Epsilon, American Legion Post 56, Tall Corn Chapter of AACA, the Hunt and Fish Club, the Cocklebur Club, and the Three B's Club. He was past President and board member of the Boone and Scenic Valley Railroad, President of the Save The Ledges State Park Coalition, and Vice President of the Mamie Eisenhower Birthplace. He was a longtime member of Augustana Lutheran Church.

Hans was preceded in death by his parents, Walter and Marnie Goeppinger. He is survived by his wife, Wanda Goeppinger of Boone; daughters: Krista (Chris) Moffitt of Boone, and Sheila Anderson of Ames; grandchildren: Charlie (Presley) Moffitt of Boone; Caroline Moffitt of Boone; Allison Anderson of Ames, and Hans Anderson of Tucson, Arizona; great-grandchildren, Calvin and Harvey Moffitt; brother, Neil (Ginny) Goeppinger of Boone; niece, Tauri Phillips of West Des Moines, and nephew, Cole Goeppinger of San Francisco, California.

On Friday, October 8, 2021, Memorial services were held at Augustana Lutheran Church, with Pastor Dan Solomon officiating. Memorials are suggested to the Mamie Doud Eisenhower Birthplace Foundation, the Boone and Scenic Valley Railroad, or Augustana Lutheran Church in Boone.

More 1936 Happenings

(Continued from page 12)

U.S.

Robert Redford August 18 -- Santa Monica, California, U.S.

Burt Reynolds February 11th -- Lansing, Michigan, U.S.

Yves Saint Laurent August 1 -- Oran, French Algeria

BBC starts the first public Television broadcasts in London

1. The British Broadcasting Company is formed and the BBC begins to broadcast a regular daily radio service across the United Kingdom in 1922.
2. The British Broadcasting Company Ltd. is closed at the end of the year in 1926. Starting in 1927, the British Broadcasting Corporation is formed by Royal Charter.
3. The first television broadcasts were made by John Logie Baird using BBC transmitters and frequencies starting in 1929.
4. Simultaneous picture and sound television broadcasts began in 1930 with the opening of a second BBC radio transmitter.
5. By 1932, the BBC took over the responsibility of making television programs from Baird after they built a television studio.
6. Daily television transmissions continued until 1935 using Baird's system.
7. The BBC begins the world's first regular "high-definition" television service in November, replacing Baird's system.

The Rural Electrification Act was passed by Congress and signed into law by President Franklin D. Roosevelt during May . The law provided low-cost loans to rural farmers to help them create cooperative electric power companies. The cooperatives would then bring electricity into homes in the rural regions of the United States. While electricity was quite common in U.S. cities during this time, much of rural America did not have access to it yet. Lawmakers believed that by bringing it to less densely populated areas the people living there would have an improved quality of life. The act revolutionized rural America by bringing more of the country into the modern world and equalizing the opportunities of urban and rural communities.

The German airship "The Hindenburg" had its first public flight during March . It was launched from Friedrichshafen, Germany and the inaugural flight was used as a propaganda tool by Nazi Germany. The Hindenburg airship toured around Germany with the Graf Zeppelin airship for several days dropping leaflets asking the public to support the German occupation of the Rhineland, a violation of the Treaty of Versailles. The Hindenburg then became a commercial airship that was used to ferry passengers between the United States and Germany until it was famously destroyed when it burst into flames while attempting to land in New Jersey in 1937.

Aviator Beryl Markham becomes the first woman to fly solo across the Atlantic Ocean from East to West during September . Markham was born in Britain but lived most of her life in Kenya. As a young woman she earned her pilot's license and worked

as a commercial pilot. Markham set out from England in her Vega Gull plane on what would become the first non-stop solo transatlantic crossing from East to West by a female pilot and the first transatlantic crossing from East to West to leave from England. She flew for over twenty hours and was forced to stop at Cape Breton Island in Canada due to low fuel just short of her original intended destination in New York. The Crystal Palace in London, England is destroyed in a huge fire on November 30th . The building's manager Henry Buckland noticed a small fire during the night while walking his dog and called for help. Over 80 fire engines and 400 officers came to the scene but by the morning most of the building had been destroyed. The cause of the fire was unknown but was thought to be accidental. The historic glass and steel structure had been build in 1851 for the "Great Exhibition," one of the first World's Fairs. After the Exhibition the Crystal Palace was moved and turned into a park. It proved difficult to maintain due to its large size and by the 1910s it had fallen into disrepair.

In June , Margaret Mitchell's epic novel "Gone With the Wind" is published in the United States. The book focused on the life of fictional Southern belle "Scarlett O'Hara" in Atlanta prior to the outbreak of the Civil War, during the war, and during reconstruction. The book soon became one of the best-selling novels in history, winning the Pulitzer Prize in 1937. Mitchell also faced criticism over her glorified portrayal of the Civil War and slave-owners in the South. By 1939 it had been made into a very popular, Academy award-winning, classic American movie.

"The Phantom" comic strip is published for the first time as a daily newspaper comic strip during February . Created by Lee Falk, the Phantom is considered a seminal character in the development of modern superhero characters. The Phantom is believed to be the first comic hero to wear a form-fitting costume with a mask that hides the hero's pupils, both standard features of many modern hero characters. Falk wrote the comic up until his death in 1999 when it was taken over by several other writers. The story revolved around the "Phantom" who was a mysterious hero that dedicated himself to fighting injustice in the fictional African country of "Bangalla." The comic is still being created today and over 2,000 issues have been published.



Preview of Coming Events

For 2021

December Closed for the holidays. Spend quality time with family and friends. Write an article about your favorite Lincoln and send it to the Northstar News. We need your stories. Come up with some fresh ideas for fun things for the North Star region to do. Let us hear from you. Please tell us what you like best and perhaps we can do it. And keep your fingers crossed that 2022 is a much better year than the last two.

Coming for 2022

- January Sunday Brunch, Dangerfield's Restaurant January 9 at 11:30 AM
1583 1st Ave East, Shakopee, Minnesota
- February CCCA Potluck and Auction, Firefighters Museum Minneapolis, date to be determined...
- March Sunday Brunch, to be determined..
- April North Star catered lunch and Auction, Sunday at Morries in Long Lake,
date to be determined..
- May 05/02/21 Bill Holliday trip to Harley Davison in Milwaukee, May 2.
- June Annual Bloomington Lincoln car show will be in June of 2022.

If you have any great ideas for brunch places or other events that we can do, please contact one of the board members. We can always use some help and new ideas from our members.



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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For Sale, fine automobiles

I am a very fine car that desperately needs a new home. I have been with my present owner(s) since the early 1980s, and it has now time for me to be much loved and well taken care of in the way that I have become accustomed to by a new family. I have an excellent pedigree that can be easily verified by all of my present masters' documents.

I am a 1979 Lincoln Mark V, having traveled less than 35,000 miles in my lifetime. I have always spent my nights and days safely stored inside, in a nice secure garage, except when my mom and dad took me out for special rides and bring to car shows. I finished in a Diamond Blue metallic paint, which was rare in 1979. Both my inside and outside are spotless, with no dings, dents, or scrapes. I look almost as good as the day my first owner took delivery of me from the dealership. I have a moonroof and virtually all of the accessories that Lincoln offered in 1979. Plus, I come with all the owners and factory manuals too.



Would you please come to see me and check me out? I will not disappoint you and provide you and your family with many years of enjoyment behind the wheel and pride of ownership. Plus, my owners' price aligns with current Mecum auction results for similar Mark V's, most having more miles than I do. Very fairly priced at \$14,500 obo.

Further inquiries should be directed to Ann at 612-695-6524. She will be awaiting your call.



For Sale - 1983 Continental Mark VI

Original Gold and Cream paint. A Kentucky car that has always been garaged kept. Never driven during winter. Very solid body, no rust anywhere.

Features the very smooth running 5 liter fuel injected V8. Will do 23 mpg on the highway. Has all the usual Lincoln extras, keyless entry, analog

gages, excellent leather seating, AOD transmission. New battery, new fuel pump, new fuel tank, new TRW coil springs, shocks, tires and lots of other good stuff too. Please call for more details. 93,600 miles. This is an extremely well cared for Mark VI. Open to offers near \$7,000. Call Marlin at 763.452.0390 email: Life@wellnesspro.co