

A Very "White" Mark II



Jay and Carol White's Mark II

It was a sunny and warm day in July 2016 and the Maple Grove Days car show was in full swing. Hundreds of visitors, many magnificent automobiles, and the Lincoln members were there to show the Mark off to onlookers. The Lincolns were all parked together for maximum visual impact. We were hoping that the cars would attract new members to our club.

Jay didn't know it then, but it was to be the genesis of a new car acquired for the White House stable of fine Lincolns. One of Jay's friend from another car club approached him with a story of his dream car that he had spotted at an earlier car show out west of Minneapolis, and he gushed about it for 15 minutes. (car guys do that) His car of cars, the dream of all time that he had seen was a well described White, 1957 Continental Mark II. Only 53,000 miles. It was for sale, and he had it at his house and was to see his banker Monday to arrange financing. Jay's response was "great news go for it" Jay took it as a stream of data that went in one ear and out the other. He too, in the back of his head, had always wanted such a car, but this one wasn't an item to be serious about.

A week went by, and the friend and Jay just happened to meet at another car club meeting, and he very excitedly told Jay that he was meeting with his banker the next week and he had the car. Jay wished him well and continued to eat his meal. He mistak-

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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.

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Board Of Directors - 2016

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Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2020
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Activities Director	Jay White	H(952)432-5939	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

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Morris Minnetonka Ford Lincoln in their conference room. Meeting time will be 7:00 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.

The Very "White" Mark II continued.

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only added that if it doesn't work out that he would be interested. (I was, but only passively).

The next week Jay got a call from a perfect stranger who announced he had a White 1957 Continental Mark II for sale and was I interested? Jay stammered, not knowing what to say and blurted out what all good car guys say, "maybe." He then went on to describe the car and that Jay's friend could not arrange financing for the car and would I like to see it. Jay felt the blood in his veins start to pump faster. What could it hurt, if he just went to see it? (wrong thing to do) Not knowing anything about Mark II's, Jay had to find someone who knew this car pretty well. We are fortunate, in our club, to have a member who is probably the most knowledgeable guy in the Upper Midwest on the Mark II automobile. Jeff Eisenberg is a good friend, and I knew that he had Mark II data flowing through his neural synapses. Jeff and Jay went out to look at this "find." After a test drive and looking it over Jeff discovered that he knew this very car and that it had been in his workshop a few years earlier. The then owner had asked him to fix a few items. Jeff announced that it was a great car (without saying "buy-it") Now Jay's Blood was getting pretty hot. It was the car he always wanted, it was the right color (at the White House we can have only white cars) and ... and it was in fabulous shape and only 53,000 miles. Oh!! what to do???

There was a story that came with the car, and it had a Minnesota owner. He was up in years and was slowly "thinning the herd" He had some health issues and didn't drive it much and besides it was one of a large collection. We negotiated a price. (Oh, and by the way consulted with wife Carol many times) She said finally, "let's do it."

The seller brought the car to the house, but that's not the end of the story. It was now the Fall of 2016 and Jay, and Carol enjoyed driving the car but as the weather cooled he noticed there was a distinct lack of heat and no fan blowing in the car. It was back to Jeff's garage, and he discovered that whoever previously restored that car had a few things misconnected. Parts had to be ordered, and the weather got worse, and the snow started to fly, and Jeff and his crew are working on it. Editors note: Spring can't come soon enough (Jay is the only car guy with this attitude), and he looks forward to taking this car, with everything working, too many car shows and events in 2017. When you see Jay, ask him "How's that Mark II running?" I'm sure he will have more to add.

Trivia from the Internet



Richard and Karen Carpenter

Richard Lynn Carpenter was born October 15, 1946, at Grace-New Haven Hospital (now called Yale-New Haven Hospital) in New Haven, Connecticut, the same hospital where Karen was later born. His parents were Agnes Reuwer Tatum and Harold Bertram Carpenter who had been born in China where his parents were missionaries and educated at boarding schools in England, before working in the printing business. Carpenter was named after his father's younger brother, Richard Lynn Carpenter. Carpenter and his uncle, both married women, named Mary.

Carpenter frequently played the piano while his younger sister, Karen, played

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Editors Message

We have escaped the surly bonds of January, and now February awaits us. In retrospect, January wasn't that bad, or my short memory is not as good as it once was. But of course, nothing I have is as good as it once was. But for winter, now it is all down hill from here. The days just keep getting longer and longer. By the end of the month, we will have one hour and 18 minutes more daylight. And from there, things just keep getting better.

This past month, we had the LCOC board of directors meeting down in San Antonio. It is a bit fast-paced, going strong for two and a half days. There will be more details in the next issue of Comments so I won't go into a lot of detail in this newsletter. Let us say that it was a good meeting with the directors coming together on many different issues. We will see a new LCOC website soon. It will be easier to navigate through and will sport a much fresher look that we badly need to attract new people to the site. Our much-loved Comments will continue to be a work in progress. This past year we went to all color, and that was well received by our membership. We will continue to work on our graphic presentation so over time it will have a more contemporary look, also to retain our existing members and gain some new ones. For 80 percent of our membership, Comments is the only item of value that they receive from the LCOC club. It is vitally important that we turn out the best magazine that we can. As your editor is also the LCOC publications chairman and is the responsible person (read whipping boy), please let me know what you think about Comments and what you would like to see improved. We want to do our best.

We will be having only one LCOC national meet this year, the Grand National at the Gilmore Museum in Hickory Corners, Michigan. We expect record attendance for this event, and if you are thinking of going, get your reservations in as soon as possible. The hotels in Kalamazoo will fill up early along with some of the tour events that have limits. Check out Bob Johnson's column for more information.

And don't forget the CCCA potluck and auction, Saturday, February 18 at the Minnea-

polis Firefighters Museum. All of the details are on the back page of this newsletter. This is a nice event, and it is a good opportunity to get away from Saturday evening TV for a few hours, have a good meal and socialize with friends. See you there on the 18th. For March, we will be at the Machine Shed, and our April brunch is still open. If you know of a good place, give Bob Johnson a call at 651.257.1715.

Sales of the 2017 Continental have been ramping up since the introduction in September. Continental finished the year with total sales of this new model at 5,261, with a monthly increase of slightly less than 500 cars per month. The first quarter 2017 should see a significant jump in sales as production increases and more Continentals become available for people to buy. It is not a vehicle intended to compete with any of the big three European cars (Audi, BMW or Mercedes) or even Cadillac. It is intended for the person who likes quiet luxury, a very nice driving machine capable of going long distances in a single day in complete comfort. It is not an overly flashy car; it just has a nice refined



Hugz, our West coast correspondent, is taking a little break from his reporting duties and having a little fun in the back yard. He is constantly on the lookout for interesting looking Lincolns in the Portland, OR area.

look that is easy on the eyes and speaks a little to the Continentals of the early 1960s. I believe that it is a car that you could live with for a long time. At least till you make the last payment.

Our thanks to Jay White for telling us about his Mark II. We found some companion articles that we have included in this newsletter. The Mark II is such an iconic vehicle and it along with the early (1940-1941) Continentals are two of the most identifiable automobiles ever made. While only slightly over 3,000 were made during its short two-year run, it is estimated that more than half of them are still out there. Truly remarkable by any standard. Tell us about your car, old or new, running or not. We would like to hear about it. Send me some images along with a story, and we will feature it in one of our forthcoming issues. It will make for some interesting and enjoyable reading.

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

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baseball outside. He and Karen also liked to listen to the children's records their father bought for them when they were young. Richard was introduced to Perry Como and Ella Fitzgerald, among many others and by age 12, he knew he wanted to be in the music industry.

The Carpenter family moved from New Haven to Downey, California, in June 1963. They wanted Richard to further his music career, and the family was fed up with the cold New England winters. He studied music at the California State University at Long Beach. There, he met Frank Pooler, a conductor, and composer who wrote the lyrics to the Christmas classic "Merry Christmas Darling" in 1968. Richard also met good friend, John Bettis, who co-wrote songs with Richard. Carpenter created the Richard Carpenter Trio in 1965 with Sister Karen and friend Wes Jacobs. Richard played the piano, Karen played the drums, and Wes played the tuba and bass.

In 1966 the Richard Carpenter Trio played "Iced Tea" and "The Girl from Ipanema" at the Hollywood Bowl Battle of the Bands. They won

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Directors Message by Bob Johnson February 2017



What a pleasant January thaw for the past week. A 30 to 50-degree warmer weather surge is always welcome. Mary and I spent the last few days of our nasty cold weather spell in San Antonio, attending the 2017 Annual LCOC Board meeting during the middle of January. We drove our 2004 Town Car and enjoyed going around Austin, Texas, taking the Highway 130 toll way. This raceway has speed limits of 80 or 85 MPH and light traffic, we were passed at 85 MPH, and the Texas patrol did have cars stopped for speeding, wonder what that ticket cost.

Our LCOC Annual Board meeting covered many subjects, and we were able to see a preview of the new LCOC website that will be up and running this spring. It will serve as the principle "online" portal for attracting new members and provide our existing membership with enhanced communication possibilities. It was noted that everyone really liked the all color Comments Magazine and the efforts being taken to improve layout and design.

One of the high points of the board gathering in San Antonio was a real Texas shindig, held at the ranch of my longtime friend, Don King. I had asked Don and his family to host the entire LCOC Board and their guests at their ranch for ribs, brisket, and sausage with all the other good stuff in true Texas barbecue fashion. Don named his ranch the OKR for "the Other King Ranch." This was one of biggest activities ever attempted at the King's ranch. It was great fun and will be remembered for years to come. Our thanks to the Kings for their great hospitality.

Our January 8, Sunday Brunch at the Roasted Pear, in Brooklyn Park, 28 hardy members braved the below zero weather to attend. The buffet was very good, and everyone enjoyed seeing old friends. Once again Dave Gustafson handed out his and Marion's, 2017 North Star Region Calendars to members present.

Our February activity will be a joint Potluck and Auction with the CCCA Saturday, February 18th at 5 p.m. at the Firefighter's Museum, 664 22nd Ave. NE, Minneapolis. AUCTION INFO: Please bring quality auto-related items (parts, literature, toy cars, auto-related collectibles, etc.) to donate for the auction. Auction proceeds will be split between the CCCA and the North Star Region. Please see the back page of the newsletter for RSVP information.

The Lincoln Car Museum website now has the 2017 Meet Registration packet PDF ready for your use, go to <http://lincolncarmuseum.org> to download, or you can type into it directly then save and then email or mail to Meet Registration, me, Bob Johnson. Plans for 2017 include a special event, three days touring Dearborn, Michigan, and Ford World Headquarters August 7 -9, 2017. This will be the LCOC Grand National Meet, celebrating the 100 year Anniversary of Lincoln Motor Incorporation, at the Lincoln Motor Car Foundation Museum at Hickory Corners, Michigan, August 9 - 13, 2017. There is a welcoming article on the Lincoln Car Museum website explaining our Dearborn and Hickory Corners activities; you do not have to attend the whole week, you can pick and choose what you want to do. **Again remember that the hotels and tours have limited space so register early to get your choice.** The early bird will get the worm or in this case the choice that you want

This January, Dave and Marion have sent out our North Star membership renewals for 2017. Dues will remain at \$20 again for this coming year. Dave Gustafson would appreciate your updating the information on the renewal form and send back with your check, so we can update our membership directory which will be published later this spring. As of January 21, Marion has processed 74 renewals; please send yours in now if you have not renewed yet.

We always need "Our Pride and Joy" articles about your Lincoln. Please share your story about your car with all of our members, we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your articles to Dave Gustafson, he can only do the newsletter with material that you send him, so get busy.

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

Bob and Mary Johnson

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the competition, and shortly afterward recorded three songs at RCA Studios: "Every Little Thing," "Strangers in the Night," and the Carpenter original, "Iced Tea." "Iced Tea" is the only recording that was officially released to the public.

Around 1967 Richard and Karen joined four other student musicians from Long Beach State to form a sextet, **Spectrum**, consisting of Richard, Karen, John Bettis, Leslie Johnston, Gary Simms and Danny Woodhams.

Although Spectrum frequently played at LA-area nightclubs such as Whiskey a Go Go, they met with an unenthusiastic response — their broad harmonies and avoidance of rock 'n' roll limited the band's commercial potential. Yet Spectrum was fruitful in another way, providing the raw material for future success: Bettis went on to become a lyricist for Richard's original compositions, and all the other members, except Leslie Johnston, went on to become members of the Carpenters.

Richard and Karen

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

January 5, 2017

Regional Director Bob Johnson called the meeting to order at 6:55 PM. at Morris Ford Lincoln in Minnetonka. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Jay White, Matt Foley, and Bill Holaday. Regional member Mary Johnson was also present at Board Meeting. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the discussion by welcoming new Board member Bill Holaday. Bob discussed the upcoming 2017 LCOC National Board Meeting to be held in San Antonio, Texas. January 11-14, 2017. Activities for 2017 were discussed and it was noted that the Back to 50's is moved out one week to June 23-25, 2017.

Bill Holaday discussed several ideas from his experience with Harley Owners Group that may improve club and region individual experience and membership. Such as Personal Car Information display stands at Lincoln car shows, ABC's of touring, Lincoln club promotion material to hand out to Lincoln owners that we encounter and region information material at Lincoln Dealer service counters for customers with invitation to upcoming events. Bill was given the go ahead to continue pursuing these ideas

Roger Wothe was able to visit two hotels in December before departing for January in Arizona, for our 2018 Mid-America Meet: the Crowne Plaza Minneapolis West, Plymouth, MN and the Marriot Minneapolis West and was given basic dates in July that are available and room rates. The Board discussed dates and tried to narrow dates for more discussion to last week of June (week after Back to 50's) and first two weeks of July (but not 4th of July week) The Crowne Plaza had proposed the week of July 25 -29, but Bob Johnson said this would not work as it is too close to the second weekend in August when the 5th Annual Lincoln Homecoming will be held in Hickory Corners, MI at our Lincoln Motor Car Museum and that could reduce our attendance. After Roger and Barb are back from Arizona we will meet with hotels for best dates.

Treasurer Matt Foley announced that the treasury balance was \$1817.00 with all bills paid. Matt presented spreadsheets detailing 2016 Region expenses and 2017 Region projected budget for our use in managing our Region. Historic year end actuals for 2012 -2016 were for 2012 \$2,492.08, for 2013 \$2,594.61, for 2014 \$2,364.99, 2015 \$2,472.87 for 2016 \$2,169.84.

Membership and Publications Director Dave Gustafson announced that he is currently out of "My Pride and Joy" articles. Please help him out!!! Dave has sent our 2017 Region renewal notices; please return ASAP so he and Marion can complete the 2017 North Star Region Directory. The Region now has about 140 members.

Special Events: There will be only one 2017 LCOC National meet and it will be part of the Grand National Meet with all four Lincoln National Clubs. The Lincoln Owner's Club will be hosting the event at the Gilmore Museum at Hickory Corners, MI from August 9 through August 13, 2017, to celebrate the One Hundredth Anniversary of the Lincoln Motor Incorporation. The 2017 Meet Registration is now online on the Lincoln Motor Car Museum web site, www.Lincolncarmuseum.org and click on 2017 events. Bob will be emailing all members meet information, and it will be online on our web site www.lcoc.org then click on National meets.

The meeting was adjourned at 8:10 PM. The next Board Meeting will be at 7 p.m., Thursday, February 2 at Morrie's Minnetonka Ford/Lincoln dealership. All Region members are welcome to attend and we would like your input to help make us a better club.

Respectfully submitted by Secretary Roger Wothe from notes from Bob Johnson

Chicago to New York in a New Mark II

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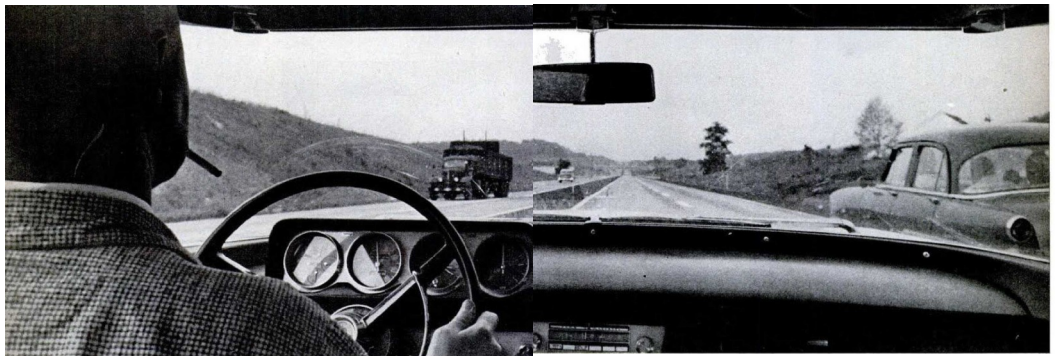
signed with A&M Records April 22, 1969. "Let's hope we have some hits," Herb Alpert told the two. According to Richard, Alpert gave them *carte blanche* in the recording studios, but after *Offering*, their first album, was released and wasn't a big seller, it was rumored that some of A&M's people were asking Alpert to release the Carpenters, but he believed in their talent and insisted on giving them another chance.

Alpert suggested that the Carpenters record a Burt Bacharach and Hal David song called "(They Long to Be) Close to You" written in 1963. Though Richard worked up an arrangement only after Alpert's insistence, his arranging talents clearly shone in the finished product. His arranging and musical talents, as well as Karen's vocals, helped the song climb to #1 on the *Billboard* Hot 100, where it stayed for a month. "(They Long to Be) Close to You" gained public recognition seemingly overnight. According to Richard, even though

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In the summer of 1956 Popular Science sent two of their staffers on a 2 day adventure, driving a new Mark II from Chicago to New York. Henry B. Comstock, automotive writer and Hubert "Lucky" Lockett, photographer made the trip in 17 hours over the new interstate highway for a fuel and toll cost of \$27.08, not bad for almost 900 miles.

At the right, PS staffers Comstock and Luckett getting ready to embark on their trip.



"By now, I was getting to know the Mark II better. It was incredibly smooth, quiet and capable; you get the impression that you are gliding along just above the road, not touching it at all."

We picked up our Mark II Continental on a scorching hot morning. It was purring politely at the curbside a few miles north of Chicago's Loop. Four air-conditioning ducts were whispering cool comfort down from the roof. The odometer showed 2,548 miles.

We—staff photographer Hubert Luckett and I—had been told to ferry the car from Chicago to New York. The assignment included making a complete running log of the trip: time, distance and speed figures; fuel consumption; point-to-point speeds—the works. We were to make the trip in two days (the second one a road-clogging holiday). We were under strict orders to obey every single speed-limit sign we saw.

"A man can now drive from Indiana to Manhattan on the longest superhighway in the world," the editor had told us. "No red lights, no intersections, one way all the way. We'd like to know what speeds a law-abiding driver can average in a good car on superb roads."

A couple of days and about 900 miles later we were able to tell him. We'd collected a mass of figures that boiled down to this:

With planning and expert hard driving, you can maintain an average speed on a superhighway that is not far from the theoretical legal maximum;

On an ordinary, heavily traveled state highway, such an average is impossible without speeding and taking chances.

Both Luckett and I were tickled with the assignment. It was the first time I had ever had my hands on \$10,000 worth of automobile. From the driver's seat that hot morning in Chicago, the hood looked like the flight deck of the carrier *Forrestal*. I took a firm grip on the steering wheel. It was not much larger than one of those plastic jobs you suction-cup to the dash so junior can help out with the Sunday driving.

No brawn needed. I toed the accelerator gently. There was no sound, but North Clark Street slipped eerily away past us. Three stop lights later, I was beginning to learn that you don't drive a Continental by ear, brawn and force of will. You simply show it a road map, settle back, and let it take you there with the quiet detachment of

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the song became popular overnight, the Carpenters themselves did not. Sitting at home one night, Richard was watching TV and saw a commercial for Crocker National Bank. He recognized the voices of Paul Williams and Roger Nichols, two A&M songwriters on the commercial's theme song "We've Only Just Begun." Richard made some calls to confirm their involvement and asked if there was a full version of the song, which Williams affirmed. Carpenter managed to turn the bank commercial jingle into an RIAA-certified Gold record. It peaked at #2 on the *Billboard* Hot 100 and had become a popular wedding song. The song also successfully launched the careers of Nichols and Williams, who went on to write multiple hits for the Carpenters and many other artists. Richard composed many of the Carpenters' hits as well, with John Bettis as lyricist, such as: "Goodbye to Love" (1972; #7); "Top of the World" (1972; #1), "Yesterday Once More" (1973; #2), "Only Yesterday" (1975; #4)

While Karen was suffering from the anorexia nervosa that would ultimately claim her life in 1983, in the late 1970s,

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Chicago to New York in a Mark II

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a drawing room on the "20th Century Limited."

Lolling along the cow paths south of Chicago, Luckett and I laid our plans for the turnpike run we would try the next day. With the opening of the new Dela-ware Bridge link, it was now possible to drive 674 continuous toll-road miles. We'd try to cover those toll roads between dawn and dusk of a single day, keeping strictly within speed limits and observing every good rule of the road.

I'd wanted to make the Chicago-New York run within a single day, but the necessity of complete picture coverage seemed to rule this out.

Check rein. We agreed to hold a tight rein on Mark II's eager horses west of the Ohio line, as practice for the next day's chores. My part of this job proved easy. Between Whiting and Hammond, Ind., I bogged down in one traffic snarl after another. When we finally pulled up for lunch, I had averaged 25.5 m.p.h. for the first 49 miles.

Thirty-five minutes later, Luckett looked at me over a stack of empty dishes and said: "You must be dog-tired." I grinned back and tossed over the keys. He wheeled Mark II back onto U. S. Route 6 just in time to study the tailgate of a 20-ton truck for the next two miles. For the next hour, according to the log, we overtook a big freight hauler on the average of once every four minutes.



"At the gas pump, 21.3 gallons disappeared into the cavity."

Puny speed. Luckett kept plugging away. Where he could, he eased Mark II up to Indiana's 65-mile limit. He drifted through villages and towns at the placarded 20 m.p.h. When we hit the approach pad to the Ohio Pike in mid-afternoon, our overall average for 187 flatland miles was a puny 35.5 m.p.h. It didn't look good for the next day.

To check the accuracy of the speedometer against the mile posts, we made a dry run of 30 miles along the pike. Our stop watch suggested that the speedometer was very close, but just a whisker high: To clock a true 65, we seemingly needed to hold the needle between 66 and 67.

Eating on the run. Next morning we were out of our Angola, Indiana, motel at 4:48 Central Daylight time. The Mark II had lapped up 18.6 gallons of gas the night before. We figured that that would hold her for at least four hours. There was only one hitch: We couldn't find any place open to eat. That meant we'd have to make a breakfast stop on the Ohio Pike, which wouldn't help the log any.

We parked just outside the Ohio turnpikes West Gate and waited until a tired sun crawled over the horizon at 5:08.

"Looks like we'll have rain today," the tollgate keeper told us cheerfully. I grabbed my ticket and dug out fast.

Bacon and eggs set us back 22 minutes at a service plaza 20 miles down the road. When we took off again it was 5:51.

I tried as well as I could to hold the speedometer needle at an exact 67. But after we racked up some mileage it became evident that we had unfairly mistrusted Mark II's speedometer: If you kept it at 67 miles per hour for an hour, you'd cover 67 miles. So I backed off a hair and held it at an indicated 65 all the way across Ohio.

The Ohio log. We slowed for the East Gate toll booth at 10:10 Eastern Daylight Saving time. Luckett did some rapid pencil pushing. We had covered the 239 miles from gate to gate (and crossed a time zone) in 4 hours and 2 minutes. That gave us an average speed of 59.2 miles an hour, which checked out with the breakfast stop. It also underlined the fact that if you drive steadily at the legal limit, and don't dawdle at the stops, your average won't be anything to be ashamed of.

I had used my brakes only once for traffic across Ohio. When you're holding the legal limit on this pike you are moving along very nearly with the herd. We overhauled 51 private cars less than one for each 4 1/2 miles—and practically all of these were going just four or five miles an hour slower. We figured that they were holding an *indicated* 65 and that the difference was just that their

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Chicago to New York continued...

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Richard suffered from insomnia, panic attacks, depression and an addiction to Quaalude, a sedative and hypnotic medication. Carpenter had a doctor's prescription for Quaalude as a sleep aid, but his use had gotten out of hand.

A reviewer of the BBC biopic *Only Yesterday: The Carpenters Story* (2007) notes: "As their fame grew, cracks began to show in their wholesome facade. An insane touring schedule began to take its toll, and Richard took refuge in heroic doses of Quaaludes. Meanwhile, Karen started worrying about her weight. The worrying became an obsession. The cracks became fault lines. The center could not hold." Richard appeared to be forgetful, and it was later found that he was addicted to Quaaludes. In 1978, the Carpenters stopped touring, and in 1979 Richard went into treatment to cure his dependency on this drug."

Nick Talevski similarly observes in *Rock Obituaries - Knocking on Heaven's Door* (2010): "Constantly on the road since 1970 with their Vegas-style act, both Karen and Richard Carpenter were in ill health by late 1975. With Karen's weight down to 80

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speed-ometers read high.

On the same 239 miles, 10 speeders passed Mark II. An eleventh one almost made it. I saw this Cadillac bearing down on us like a Nike missile, just in time to signal Luckett. He grabbed a camera and pointed its big lens through the rear window. All he wanted was a documentary shot. But the boy with the gold keys panicked. There was a screech of rubber and a violent dipping of chrome as he tucked in behind us. Although I signaled him ahead a dozen times in the next few minutes, he plainly mistrusted us. The last we saw of him, he was pulling off the road at a service stop—probably for a cup of black coffee.



"This Caddy bore down on us like a Nike Missile". Both great road cars in 1956.

Fueling up. Mark II showed signs of hunger after we began racking up the Pennsylvania miles. We eased into a service area at 11:01. The pump attendant looked for a hole in the bottom of the tank as 21.3 gallons disappeared into the cavity behind the left tail light.

"Brother he observed. "I could run my heap for a week on that. What kind of mileage do you get?"

I checked the odometer and the log. Since the fuel stop the night before we had come 304 miles, all but 10 of them on the high-speed pikes. That was an even 14 miles per gallon—not bad for a 2 1/2-ton car.

We blew 11 minutes at the stop but made it pay off with a couple of sandwiches as lunch postponers. Like the man had predicted, it began to rain. Luckett seemed pleased. All morning he had been trying to shoot scenes through a windshield that looked like the grand-daddy of all insect cemeteries. (We had used up the contents of our windshield washer early.) Maybe it was the angle of the glass, or not enough updraft. Anyway, the mountain showers that came down for hours did a thorough job of window cleaning.

Ashes in the ear. By now I was getting to know Mark II much better. It was incredibly smooth, quiet and capable; you got the impression that you were gliding along just above the road, not touching it at all. We found one almost silly flaw. A left air duct was located so that as you brought a cigarette toward the ash tray in the door, the incoming air neatly stripped the ashes off, depositing a few of them in your left car.

Although we *were* getting hungry, we figured that a late lunch stop was desirable—the farther east we got before stopping to eat and top up the tank, the more certain we'd be of making Manhattan without an additional gas stop. At 2:28, as we pulled off just beyond the Harrisburg East exit, a station wagon wheeled in beside us. The driver jumped out and opened our right door.

"Do you mind if I feel the upholstery?" he asked.

I thought he was kidding. He laid a gentle hand on the red-and-cream cowhide and pumped it up and down.

"I work for the company that developed the foam cushions for this baby," he explained. "Thanks a lot."

Last stop. We lived it up in that service area. It was 3:07 before we pulled away. Thirty-nine minutes didn't seem too much time to blow on a good meal and a final 14.1 gallons of gas.

We cleared the Pennsylvania Pike at 4:50. With exactly 600 miles between Mark II's rear bumper and the Indiana line, our overall average had only dropped to 56 m.p.h., despite three stops, two meals and miscellaneous reduced-speed zones for tunnels and bridges. It pointed up the fact that the trick in making time is not so much in going fast as it is in *not* going slow.

Traffic was thickening up a bit in the afternoon. Luckett said that we had eased around a total of 202 passenger cars, with 132 trucks thrown in for variety. This didn't seem high for 600 holiday miles—an average of less than one vehicle per mile. Fifteen cars (but no trucks) had passed us, all over the limit. Only four times on the 360-odd miles of the Pennsylvania Pike did I have to toe my brakes for traffic.

One problem we had anticipated was that of the driver who cruises along at a sedate speed until you try to pass him, then suddenly zooms up to the legal limit. When that happened, I made a point of not crowd-

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pounds, a tour had to be canceled. Richard, meanwhile, had become addicted to a prescription drug, Quaalude."



By late 1978, Richard was receiving "much encouragement (and browbeating) from family and friends, to 'face the music.'" Finally, in January 1979, semi comatose on Quaaludes, Richard fell down a flight of stairs backstage and finally confronted his addiction." He checked into a six-week treatment program at the Menninger Clinic in Topeka, Kansas, and kicked his habit. "For any number of reasons, the first three weeks were 'hell-on-earth,' Richard says, 'but after that, things really started to change, and of course, all for the better.' Still, all of this had been a monumental change for Richard, and he decided it was wise not to delve right back into work, and to pretty much take the rest of 1979 off; all the better to get accustomed to his changed fortunes."

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More Chicago to NY

(Continued from page 8)

ing the issue. I simply dropped back a safe distance and waited until he tired of the pace. We found he usually lets you by on a second try.

Home stretch. We glided smoothly over the new Delaware River Bridge and its eight-mile connecting link to the New Jersey Turnpike. Once we hit the main stem, we kept the needle steadily on the limit to the end of the run. Luckett, who had been hoisting his six-foot-four-frame over the seat for pictures from both front and back, reported a grievance: There was no more knee room in the back of Mark II than in cars costing \$8,000 less.

When I paid my toll at the end of the turnpike it was 6:04 p.m. On the last stretch, 24 cars and one bus passed me, as did two trucks. I had crept around 10 trucks and 48 cars. The odometer showed that we had come 674 turnpike miles since dawn (there were hours of daylight left), and we had shoved them behind us in 716 minutes. Our average turnpike speed, including one hour and 12 minutes for stops, was 56.6 m.p.h. And not all of the turnpike ribbon had been placarded at 65 or even 60. There were plenty of stretches marked 30. Our turnpike tolls came to \$7.55.

Eight minutes later, Mark II had rolled over the George Washington Bridge and into the warrens of Manhattan. (Where, incidentally, it changed from being a superb turnpike car into an only slightly reduced version of the Queen Mary.) Our total traveling time from Chicago stacked up to 17 hours and 18 minutes—or 15 hours and 31 minutes of actual driving time. (The "20th Century Limited" takes 15 hours and 45 minutes, terminal-to-terminal.) The **Mark II** had given us elegant transportation for \$19.53 worth of high-test fuel. Our overall average speed was 49.7 m.p.h., including one hour and 47 minutes for necessary stops.

If only. There was only one thing that bothered us as we navigated our stately vessel toward Times Square. The Mark II was still eager; Luckett still had a roll of film left; I was feeling perfectly fresh. **If we'd realized that, we could** have left Chicago that dawn!

L I N C O L N
A M E R I C A N L U X U R Y

Liz Taylor's Mark II



Liz Taylor's Mark II at the Los Angeles Auto Show.

Courtesy of John Bellah, and Hemmings Classic Car.

The annual Los Angeles Auto Show takes place late in the calendar year and allows those in the LA area to see the latest and greatest in automotive technology — smart cars, "green" technology, concept cars, new models and the latest in aftermarket accessories. While everyone was looking forward to viewing the 2013 models, the vintage Lincoln exhibit became the true star of this year's show.

The seven-vehicle Lincoln Heritage Display showcased immaculate vintage Lincolns ranging from a 1929 Model L Dietrich convertible coupe to a 1961 Continental sedan. This was a one-day-only media event Nov. 28, 2012, and taken down before the public was admitted. The star of the display was a 1956 Continental Mark II spinning atop a carousel. While most Mark II's were painted standard colors such as white, black, Burgundy or bronze, this particular Mark II was painted a unique but familiar violet blue.

Robert Ratinoff and his wife Nancy currently own the blue Continental that wowed crowds, and this was one of the few times it had been publicly shown since winning the Ford Trophy at the Lincoln Nationals in 1980. Ratinoff, being a dyed-in-the-wool car guy, developed a love for the Mark II when he noticed one driving down the street when he was five years old. Had he seen his unique blue Mark II that day, he probably would have been more interested in its driver.

About six years ago, Ratinoff began looking for a Mark II. After an extensive search, his quest led him to a restored Mark II in Missouri that was painted an unusual shade of violet blue. Ratinoff purchased the 50-year-old car and had it shipped to his

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On October 12, 1983, eight months after Karen's death, the Carpenter family celebrated the unveiling of the Carpenters' new star on the Hollywood Walk of Fame. Richard said in his speech, "This is a sad day but at the same time a very special and beautiful day to my family and me. My only regret is that Karen is not physically here to share it with us, but I know that she is very much alive in our minds, and in our hearts."

In 1996, at the suggestion of music writer Daniel Levitin, Carpenter recorded and re-released *Richard Carpenter: Pianist, Arranger, Composer, Conductor*, which included reworkings of many Carpenters favorites, including hits and album tracks, and ends with "Karen's Theme," which Carpenter composed for the television movie, *The Karen Carpenter Story* (1989). On his 62nd birthday in October 2008, at a luncheon for The Foreign Correspondents Club of Japan, Carpenter announced plans for "his career comeback - dubbed 'Richard Carpenter Strikes Back'" - which included "the re-release of a Carpenters Christmas album and a tribute album featuring cover

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Liz Taylor's Mark II continued...

(Continued from page 9)

home in southern California. Part of the purchase included a stack of paperwork documenting the extensive restoration in the late 1970s. It was only by carefully perusing these documents Ratnoff learned his car once belonged to Oscar-winning actress Elizabeth Taylor.



The beginning history on this car is cloudy, and there are two versions of how the car came to be owned by Taylor. The Liz Taylor Mark II is assigned VIN No. C56G3196 and shows a production date of May 28, 1956. Factory documentation lists this car as a Domestic Special Order (DSO) as it had optional air conditioning and custom paint and trim. After assembly, it was delivered to Berl Berry, a Los Angeles Lincoln dealer. Exactly who ordered this car and how it was paid for remains a mystery. It could have been ordered by Taylor herself, as she reportedly only owned blue cars.

The following year, Taylor wed husband No. 3, Michael Todd, who is also listed as owning a Mark II (Todd's Mark II is a late-production 1957 model). This car is also a DSO car, equipped with air conditioning and special gray paint.

The second version of the story is that Warner Brothers Studios gifted the Mark II to Taylor, again choosing the color combination to match her eyes.

The Warner Brothers' version of the story also merits credibility as Taylor starred in its film "Giant," which was released that year. Incidentally, Jack Warner, the head of Warner Brothers, and his brother, Harry, are also listed as being Mark II owners, with Jack's car also being listed as a DSO car. Perhaps a deal was hatched between Warner Brothers and Ford Motor Co., as Ford was known to provide celebrities with cars to promote its products.

Regardless of where the exact truth lies, the fact remains that the Continental Mark II was a car as special as a star. It was Ford's effort to build a hand-built luxury car on the

level of Bentley or Rolls-Royce. While the drivetrain utilized Lincoln components, the Continental Mark II was manufactured by Ford Motor Co.'s Continental Division and sold through Lincoln-Mercury dealerships.

From its Oct. 6, 1955, debut at the Paris Auto Show, the Mark II was powered by the "Y-block" Lincoln engine, which dates to 1952, and is different from the Ford and Mercury Y-block. Fed by a Holley four-venturi carburetor, the hand-tested 368-cid V-8 in each Mark II delivered 285 hp in 1956. That power was transmitted through Lincoln's Turbo-Drive three-speed automatic transmission (essentially a beefed Fordomatic). For the following year, horsepower was bumped to 300 units. Engines and transmissions selected for the Continental Mark II were factory blueprinted and balanced upon assembly. After a 30-mile road test, the engine and transmission were disassembled, meticulously inspected, reassembled and given a final tune-up before the car was released.

Ford utilized only its most-skilled craftsmen to assemble the Mark II. Paint was meticulously applied, hand-sanded, rubbed and polished to perfection. The same care was utilized in upholstery and interior fittings. An example of the meticulous craftsmanship is the finned wheel covers. While less-expensive automobiles would have stamped wheel covers, each fin on the Mark II wheel cover was individually attached using two threaded fasteners per fin.

Standard Mark II equipment included power steering, brakes, seat, windows and wind wings; white sidewall tires; AM radio; tachometer; leather upholstery; carpeting; and heater. Thus, the Continental Mark II had a MSRP of \$10,400 (the equivalent of \$86,500 today). This was about double the cost of a contemporary Cadillac or Lincoln, and well into the Rolls-Royce/Bentley range. The only available option for domestic buyers was air conditioning, a \$595 option, which also included tinted windows, side scoops in the rear fenders (on 1956 models) and 8.20 x 15 whitewall tires over the standard 8.00 x 15 tires.

Many Mark IIs were exported, and these models were equipped with a higher-capacity battery, stiffer export suspension for better handling, a foot-operated tire pump and the speedometer calibrated in kilometers.

The Mark II was a car of the rich and

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versions of Carpenters songs."

The 43-minute film Superstar: The Karen Carpenter Story (1987) was directed by Todd Haynes and was withdrawn from circulation in 1990 after Haynes lost a copyright infringement lawsuit filed by Richard. The film's title is derived from The Carpenters' 1971 hit song, "Superstar." Over the years, it has developed into a cult film and is included in Entertainment Weekly's 2003 list of top 50 cult movies. Richard helped in the productions of the documentaries Close to You: Remembering the Carpenters (1997) and Only Yesterday: The Carpenters Story (2007).

He funds an annual scholarship/talent show for people with artistic abilities that is held at the Thousand Oaks Civic Center.

Richard used a wide range of keyboard instruments including grand piano, Hammond organ, Wurlitzer electric piano, ARP Odyssey, Fender Rhodes electric piano, harpsichord, celesta, synthesizer and tack piano. His favorite grand piano was Baldwin, and initially, in the 1970s, he endorsed and used Wurlitzer electric pianos before switching

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The Magnificent Mark II

This article originally appeared in April 2005 issue of Hemmings Classic Car magazine. It was authored by Mark J McCourt.



"To craft the finest automobiles in America" - This was the brief of Ford's short-lived Continental Division. Luminaries such as Duesenberg, Cord and Peerless were long gone, and Ford's not-insubstantial order was a direct shot at knocking Packard and Cadillac off their pedestals as the remaining premier American marques. The first Continental that debuted was the 1956 Mark II; while this premium luxury coupe was not the sales success that it was hoped to be, it became one of the most influential designs of the decade, famous both for what it was and for what it wasn't. While these rare vehicles were among the most expensive and exclusive when new, today a nice example costs about the same as a loaded new Focus, making the Mark II a surprisingly accessible piece of American automotive royalty.

The Continental Division of Ford Motor Company traced its roots back to Edsel Ford's pet project, the 1939 Lincoln-Continental. This European-inspired vehicle, styled by E.T. "Bob" Gregorie and based on the contemporary Zephyr's body and mechanicals, set the trend for long hoods and short rear decks that remains 65 years later. With its blind-quarter top, long fenders, split waterfall grille and external spare tire, Edsel's handsome one-off vehicle inspired such admiration that the car went into limited production in convertible and coupe form from 1940 to 1948, and it was considered a modern classic from day one.

Lincoln dealerships had been inquiring about a replacement for the Continental from the time production stopped, so in 1952, the Ford Motor Company conducted research to determine whether a market for such a premium car existed; they decided that although they would probably lose money on such a

project, the gains in prestige and publicity from a halo car would more than make up for it. A design contest among Ford stylists and outside contractors resulted in a two-door coupe, designed by staffer John Reinhart, that was both traditional and classic, yet incorporated what he termed Modern Formal design - this was the Mark II.

When it debuted as a 1956 model in October of 1955, the \$9,966 Mark II was one of the heaviest American cars extant at 4,825 pounds without air conditioning, 5,190 pounds so equipped. Riding on a 126-inch wheelbase, it stretched 218.4 inches long and sported a low 56.25-inch roofline. The original Lincoln-Continental's proportions remained, with the Mark II's hood stretching a massive 70 inches. Under that hood was a standard Lincoln engine and drivetrain; the 368-cu.in. V-8 was overmatched by the car's weight, offering a 0-60 mph time of just under 16 seconds and an indicated top speed of 118 mph.

The coupe's styling was considered quite conservative upon introduction; its lack of tailfins, air scoops, chrome moldings, two-tone paint or other "jet age" styling cues gave the Mark II a tastefully understated appearance. And despite its bulk, this low-slung car's conservative design approach helped keep it fresh through the following decades. While the Continental spare tire bulge was more a styling gimmick than useful, it became a trademark used through the late 1990s Mark VIII, and details like the stepped side character line, small nameplate lettering and fuel filler hidden behind the driver's taillamp were delightful. That conservative style continued inside, where the leather-covered dashboard was an ergonomic triumph; in an age where engine information was minimal and shiny dash chrome a distraction, the Mark II had easy-to-read round-dial analog instrumentation that included a tachometer, oil pressure and amperage gauge.

The Continental Division instituted a seven-point quality-control program, and each Mark II required twice as many man-hours to build as did a contemporary Lincoln. The quality of materials used in these cars was one of their best attributes, as Ford felt everything in their flagships should be the best. The standard four-way power front seat could be covered in blemish-free Bridge of Weir Scottish leather or a number of fabrics including matelasse, brocade and broadcloth; in all, there were 43 standard upholstery trim choices to

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to the Fender Rhodes electric piano around the 1970s.

In 1984, Carpenter married his cousin Mary Rudolph. Her brother, Mark Rudolph, was the Carpenters' road manager as well as the radio call-in "contestant" in the [Oldies] "Medley" on the album *Now & Then* (1973). The couple had been dating since the late 1970s. A young Mary made a cameo appearance in the Carpenters' promotional video for the song "I Need to Be in Love" (1976).

Richard and Mary have five children: Kristi Lynn, Traci Tatum, Mindi Karen, Colin Paul and Taylor Mary. The children and Richard sometimes perform music together at various Carpenter-related events. The family today resides in Thousand Oaks, California.

Richard is a MOPAR automobile enthusiast and original owner of a 1970 'Cuda with the unusual 440-6 engine and automatic transmission package. He has a beautiful collection of mostly 50's automobiles including mopars, a few TBirds, and a Mark III in his "Yesterdays, Once More museum in Newbury, California.

From the internet...

More about Mark II

(Continued from page 11)

complement the 19 standard exterior lacquer finishes. Other standard features included power steering, brakes, antenna and windows with tinted glass, a dual heating system, premium Travel-Tuner AM radio with two speakers, self-regulating electric clock, fully carpeted trunk and an engine dress-up kit. The Mark II was so comprehensively equipped that the only option offered was air conditioning, and if so built, the condensing unit was housed in the trunk and four registers were set in the headliner to deliver cool air to the occupants.

Changes for the 1957 model year were few: Four new metallic paint colors joined the palette, and the air conditioning air intakes were relocated from external scoops atop the rear fender kickups to ducting behind the grille. Engine power was increased from 285 to 300hp, but the factory's special process of shipping the \$9,695 Mark II to dealerships in fleece-lined plastic and canvas envelopes to protect its finish continued. The Continental coupe had new competition in the form of the Cadillac Eldorado Brougham in 1957, and this combined with falling sales in a soft luxury-car market to seal its fate; the Continental division was dissolved, and the Mark II didn't return for 1958. While the proposed sedan, folding hardtop convertible and fuel injection didn't make production, and a mere 3,014 Mark IIs were built, the premium coupe truly was, as expressed in an advertisement, "A motor car which, more than anything else, exemplifies the very finest expression of American automotive craftsmanship."

Open the hood of a Mark II, and under the die-cast ribbed rocker covers that are part of the standard engine dress kit is the 368-cubic-inch V-8 that powered the standard Lincoln line. This overhead-valve engine, a member of Ford's Y-block family and new for 1956, featured a 4.00 x 3.66-inch bore and stroke, five main bearings and a 9.0:1 compression ratio. Fuel was channeled through a 390cfm four-barrel Holley 4000 carburetor into the engine to make 285hp at 4,000 rpm and 402-lbs.ft. of torque at 3,000 rpm; and spent gases were released through cast-iron manifolds, dual mufflers and resonators. The compression ratio was bumped to 10.0:1 in 1957; this, along with a 408cfm Carter WCFB carburetor with larger venturis and an auxiliary spark retard diaphragm to

control spark advance under acceleration, bumped power to 300hp at 4,800 rpm and 415-lbs.ft. of torque at 3,000 rpm.

This 368-cu.in. V-8 was tuned to produce low- and mid-range torque via its big bore, large valves and high valve lift, and strengthening measures included stronger pistons, a lightened, stiffer crankshaft and copper-lead alloy bearings replacing the previous babbitt ones. Oil pressure was ensured with a new rotary-type oil pump, and two air intake ducts led to the air filter, one over the exhaust manifold to warm incoming air and the other directly from the grille for cool outside air. A thermostatically operated valve located at the junction of these ducts allowed the incoming air to mix, feeding the carburetor with air at a consistent temperature. And to make sure that they were finished to the highest standard, each completed engine was subjected to six hours of dyno testing before it was installed.

The Mark II's exclusive transmission was Lincoln's three-speed automatic Turbo-Drive. This unit used a 1215/16-inch aluminum torque converter with planetary gearsets and forced air cooling, and it incorporated a kick-down function and low-gear start. Gear ratios included 2.40:1 in first, 1.47 in second, 1.00:1 in third and 2.00:1 in reverse. In 1957, the aluminum torque converter was swapped for a stronger 12-inch steel version, and an automatic transmission oil cooler was integrated into the radiator. Archived *SIA* driveReports describe the car as a bit slow off the line, but with a surge of acceleration above 10-15 mph and great responsiveness with kick-down at highway speeds.

A Hotchkiss-type open hypoid differential with spiral bevel gears was used in 1956 Continental Mark IIs; its semi-floating drive axles and 3.07:1 ratio made the car a comfortable cruiser. In 1957, the Mark II could be fitted with a Directed-Power limited-slip differential for greater traction.

Any luxury car worthy of the title offered a smooth, controlled ride, and the Mark II was no different. The independent front suspension utilized unequal-length A-arms, coil springs, ball-joint spindles, a link stabilizer bar and advanced-for-their-day tubular hydraulic automatic speed-compensating front shocks. The solid rear axle was suspended by longitudinally mounted semi-elliptical leaf springs and tubular hydraulic shocks. The Saginaw power steering, which offered a

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Mark II, Continued...

(Continued from page 12)

22.1:1 ratio with four turns lock-to-lock and a 45.3-foot turning circle, was noted as predictably light with a slightly mushy feel and good tracking.

Braking duties were handled by the Mark II's dual-servo hydraulic, internally expanding four-wheel drums; the 12 x 2.5/2-inch front/rear units gave 207.7 square inches of lining via their riveted molded asbestos linings. The brakes sat behind 15 x 6-inch steel wheels with drop-center rims, mounting 8.00 x 15 four-ply tires. Like those on its Ford and Lincoln stablemates, replacement Continental brake parts are readily available through many suppliers.

Due to the car's substantial 4,825-pound curb weight and its low 56.25-inch height, the Continental Division had to develop a new ladder-type frame for the Mark II; it used double-dropped square-tube steel construction with widened side rails and seven cross-members. The floor pan's dropped foot wells on either side of the three-point driveshaft added passenger room, and the car's dual exhausts were routed outside the frame rails for clearance.

"They tend to rust in the standard places," recalls Herb Scheffer, president of the Lincoln/Mercury Old Parts Store in Clearwater, Florida. "Check the quarter panels, the fenders around the wheels and under the headlamps." Lowell Domholdt, four-time Mark II owner and hobbyist, adds, "Check the frame behind each of the front wheels-this is where the tubular crossmembers surrounded by flat frame rails are, and the tube on the right side is sealed and used as a vacuum reservoir for the power brakes. This tends to rust, but it's not too hard to repair." Dave Faitz, shop manager and Lincoln specialist at the former Paradise Motorsport Services in Lombard, Illinois, notes, "Nobody remanufactures Mark II body panels-we've had to fabricate entire fenders, good portions of quarter panels and the rear filler panels below the trunk." There are also a handful of Lincoln-exclusive suppliers who will be happy to assist with locating good used body and trim parts, and nearly all exterior parts are interchangeable between 1956 and 1957 cars.

The luxurious interiors of Mark IIs were filled with the finest materials; as expected, the Scottish Bridge of Weir leather upholstery was generally more durable than the no-cost cloth alternatives. "Because the cars' interiors were basically hand-built, any good trim shop can duplicate the original with the proper materials," Dave says. Replacement interior fabrics and reupholstered door panels can be purchased from SMS Auto Fabrics in Canby, Oregon, and quality replacement leather can come from a number of sources. Carpeting and interior hardware are also readily available, although missing trim will have to come from a donor car.

"The Mark II's nuts and bolts mechanicals, rubber trim and used parts are easy to find," explains Herb. Dave concurs, "Its drivetrain components were the same as used in Lincolns and Mercurys, and most of them are readily available." Some trim parts are tougher to locate, including window chrome, interior handles, hubcaps and air conditioning compressors-

these aren't reproduced and are getting expensive. Jack Rosen, president of Mark II Enterprises of Riverside, California, says that there are very few parts that simply aren't available, because he manufactures those that can't be found on parts cars. "I reproduce all the rubber seals and weatherstripping, plastic lenses and medallions, emblems, windshields and cast parts, and have a large number of rebuilt and N.O.S. parts." The helpful people in the Continental Mark II Association and the Lincoln and Continental Owners Club will be happy to direct you towards the Lincoln-Continental specialist who can best assist you with your parts search; a number of rough and restored Mark IIs, along with their parts suppliers, can be found in the "Lincoln" section of each month's *Hemmings*.



The quiet luxury and simple beauty of our 1957 Mark II photo car captivates its owner, James Feddick of Tucson, Arizona. "It's just about perfect, but I may be a bit prejudiced," he laughs. His Continental, repainted in its original Medium Tan Iridescent, was in good condition when he purchased it in 1981; the paint was badly faded, the air conditioning didn't work, and the transmission was sticking in second gear, but these were relatively easy fixes. "The engine has never been apart, and it's only got 52,000 miles on it," he says, reporting that it runs nicely on regular unleaded gasoline. "It drives like a big car-the frame under it is unbelievable compared to other cars of that time-but it handles very well and isn't loosely sprung. It's the next best thing to torsion bars...rigid, yet smooth." The Mark II is very comfortable on today's highways, says James, "Its natural speed is 75 mph, just as that of a Model A is 45 mph-and its engine is turning around 2,800 rpm at that speed. It's got plenty of power, yet there is very, very little wind noise at speed-it's just amazing." James cautions that the power brakes are more sensitive than those of today and that the air conditioning isn't as quick to cool, but is quite adequate. Because he has a number of collectible Studebakers and Avantis, James only drives the Mark II a few times a month. "Every now and then my wife will ask me, 'Why don't we sell that-we don't use it very much,' he recalls. "I just say 'But it's so pretty...'"

L I N C O L N
REACH HIGHER

Eisenberg Wedding



Longtime LCOC and North Star member Jeff Eisenberg and Wendy Thompson were wedded this past July 30 at Noerenberg Memorial Gardens, Lake Minnetonka. Congratulations are in order, we all wish Jeff and Wendy the very best and look forward to seeing both of them at upcoming North Star events.



Liz Taylor's Mark II continued..

(Continued from page 10)

famous. The Shah of Iran, Howard Johnson of the hotel and restaurant fame, President Dwight Eisenhower and his brother Milton, Senator Barry Goldwater, Nelson Rockefeller, film producer Darryl F. Zanuck, actress Hedy Lamar, Frank Sinatra and Elvis Presley each owned a Mark II.

Ford Motor Co. produced 2,600 Mark IIs through the 1956 model year and only 444 examples in the first part of 1957 before it pulled the plug on the project. It's estimated that Ford lost between \$1,100-\$1,200 per each Mark II produced. At that time, Ford ceased to be a private corporation and went public, and management deemed these losses unacceptable. The Continental Division was therefore dissolved and merged again with Lincoln for the 1958 model year.

The Continental Mark II was one of the most handsome automobiles produced in the 1950s and is certainly a milestone car. They remain to be treasured; of the 3,044 Mark II models produced, about half have survived.

Lincoln Sets Record Sales

Lincoln Ends 2016 on High Note with 10 Percent Sales Gain in U.S.; China Up Nearly Threefold.

- The Lincoln Motor Company ends 2016 with a 10 percent gain in U.S. sales; a near threefold increase marks Lincoln sales in China last year
- In the United States, Lincoln posted strong gains in key luxury markets, including Florida, New York and New Jersey
- Lincoln's strong performance in China supported by customers' positive reception to the marque's SUVs and a growing number of dealerships there

DEARBORN, Mich., Jan. 6, 2017 – The Lincoln Motor Company ended 2016 with a 10 percent gain in U.S. sales – its best in nine years. Lincoln achieved nearly a threefold increase in sales in China last year, where it is now the fastest-growing luxury brand.

"The momentum is both gratifying and encouraging," said Kumar Galhotra, president, The Lincoln Motor Company. "We're pleased clients are recognizing the superior experiences and vehicles Lincoln offers."

The U.S. increase comes against a luxury market that saw gains of less than 1 percent.

U.S. growth for the brand in 2016 was particularly robust in key luxury markets like New York, where sales were up 13 percent; Florida, up 10 percent; and New Jersey, where sales increased 9 percent.

Lincoln closed out the year strong, with sales up 18 percent last month compared to December 2015, driven by the all-new flagship Lincoln Continental. Continental was responsible for 64 percent of Lincoln's growth in December.

Continental sales in December totaled 1,845 vehicles, up from November's 1,419, outselling the Audi A6 and Lexus GS, according to sales data reported by the respective automakers.

Record sales in China

Having introduced its full vehicle lineup to China in 2015, Lincoln is now the fastest-growing luxury brand there.

Lincoln sold 32,558 vehicles in China in 2016 – a near threefold increase over 2015. Its strong performance was supported by customers' positive reception to the brand's SUVs, and a growing number of dealerships there, which reached 65 last year.

For Sale All Good Lincolns



FOR SALE: 1997 Lincoln Town Car - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. \$9,450
Call Rolland Toenges, 952 938-6200 or email: rptoenges@aol.com



For Sale 1948 Lincoln Continental Coupe
\$12,500

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. This is a full CCCA Classic and would be a great car for touring next summer.

Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143.
Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.



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



The 2017 Lincoln Continental on display at the Detroit Auto Show.

These fine cars are now available for purchase or lease at your local Lincoln dealer. Stop by Morris Minnetonka Ford Lincoln or North Country Ford Lincoln and take a look at the new Continental and take one out for a test drive. The 2017 Continental is truly quiet luxury and it is a car which you will really enjoy driving. The X Plan will save you some money on the purchase price.

You May Be Interested in these Items for Sale



Mark VIII file photo

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

For Sale - 1965 Lincoln Continental Convertible



This beautiful fully restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.



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



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

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



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

Preview of Coming Events

- February **CCCA Potluck/Auction, Firefighters Museum**, 664 22 Avenue NE, in Minneapolis
Saturday, February 18, at 5:00 p.m.
- March **Sunday Brunch, Machine Shed**, Lake Elmo, **Sunday, March 12**, 11:30 a.m.
- April **Sunday Brunch** Date and place to be determined
- May **9th Annual Memorial Day weekend car show**, Morries Ford Lincoln, Minnetonka, MN,
Saturday, May 27, 10:00 a.m. to 2 p.m.
- June **Back to the Fifties, June 16-18, 2016**, Minnesota State Fairgrounds, St Paul
All Ford Show, June 3rd, Dunwoody Plaza, Minneapolis, MN
- July **Maple Grove Days Car Show, Saturday, July 15, 2016**
14th Annual Out State Lincoln Car Show, Details in future newsletter
Sunday, July 30th, the 10,000 Lake Concours d'Elegance,
Excelsior MN 10 a.m. to 4 p.m.
- August **Lincoln Motor Car Museum, Grand National Meet**, Fourth Annual Lincoln Homecoming,
Hickory Corners, MI, **August 7-13, 2017**, All Lincoln owners, 100 year Anniversary Lin-
coln Incorporation, LOC will be hosting. More details in future newsletters or visit
www.lincolncarmuseum.org
- September **10th Annual Luther North Country Lincoln Car Show, Saturday, September 9th**,
2017, 10 a.m. to 2 p.m.
- October **Annual North Star Potluck and Auction** at Morries in Long Lake, MN,
Sunday, October, 15th, 2017.
- November **Year end Sunday Brunch at Dangerfield's** in Shakopee.
Sunday, November 12th, at 11:30 a.m.

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



***Upper Midwest Region of the Classic
Car Club of America***

POT LUCK DINNER AND AUCTION

Saturday, February 18th at 5:00PM

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

WELCOME LCOC MEMBERS and FRIENDS!

Get out of the house for a few hours and spend the early evening with your friends talking about cars, maybe even Lincolns, and generally having a good time.

This is a potluck. Everyone coming should RSVP by Wednesday, February 14, to Randy McKinnis and let him know how many are coming and what you plan to bring for food. Call Randy at 612.926.5670 or email: randallkmckinnis@gmail.com

AUCTION INFO: Please bring quality auto-related items (parts, literature, toy cars, auto-related collectibles, etc.) to donate for the auction. Auction proceeds will be split with the Lincoln Club.



March Sunday Brunch

Sunday, March 12

**Machine Shed, Highway 94, exit 250
North on Inwood Drive 11:30AM**

We will have our own area, so we can have some room to socialize with our friends and enjoy some of the great home cooking that the Machine Shed is known for. The prices are reasonable and the service is great. Come help celebrate the eminent departure of winter. It will be a good day to get out of the house and find out about the exciting plans that the North Star Lincoln club has for 2017. Please RSVP to Jay White no later than March 9, 2017, by calling 952-432-5939 or email jay@jwhiteandassoc.com.