

One Delightful 1948 Continental



The Dennis Continental Custom at the 2003 Dearborn Meet

As we are not experiencing a flood of articles from our members arriving every day in our mailbox, we have to go back into the storage caves, deep in the heart of Burnsville, and dig out a great article from the past. We were able to find a great story, from the September-October 2005 issue of Continental Comments, authored by Rev. Bob Dennis of Walker, Minnesota. It is a nice tale about his 1948 Continental custom, an icon of the day, replete with modern day running gear, making it one sweet ride. I hope you enjoy this fine story. Now, here is the story as told by Rev. Bob Dennis.

I purchased this car in January 1995, at an Internal Revenue Sale. The guy owed the government a quarter of a million dollars. We heard about it and went down and looked at it in Fargo, North Dakota. The auction was held at Elk River, Minnesota. There were guns, boats, and miscellaneous items in addition to the car. This was a totally original car in need of restoration. Almost everything was there. The engine was not the original V-12. It was a non-running flathead Ford or Mercury V-8. The car didn't have any rust, dents or scratches on it. The car was all there with skirts, spare tire cover, and ring along with the spare tire hub cap. The taillight lenses were perfect, as was the Cobra lamp for the license plate. This was a North Dakota car. It went from Illinois to California and then to North Dakota. It had a California title when we bought the car.

I had seriously considered restoring the car back to its original condition. But since it did not have the original V-12 engine, I decided I would do a total restoration on the body and return it to its original beauty. But the engine would be a modern Lincoln engine. That set the theme for the entire project. It is a 1948 Lincoln Continental with a Mark VIII engine and transmission, steering wheel, instrument cluster, information center, shifter, and window controls. The ideas are mine. The car was done at my son's restoration shop in

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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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Trivia from the Internet



Walter Cronkite
American television
news icon.

Walter Cronkite, who pioneered and then mastered the role of television news anchorman with such plain-spoken grace that he was called the most trusted man in America, died Friday, July 17, 2009, at his home in New York. He was 92.

The cause was complications of dementia, said Chip Cronkite, his son. From 1962 to 1981, Mr. Cronkite was a nightly presence in American homes and always a reassuring one, guiding viewers through national triumphs and tragedies alike, from moonwalks to war, in an era when network news was central to many people's lives.

He became something of a national institution, with an unflappable delivery, a distinctively avuncular voice, and a daily benediction: "And that's the way it is." He was Uncle Walter to many: respected,

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Editors Message

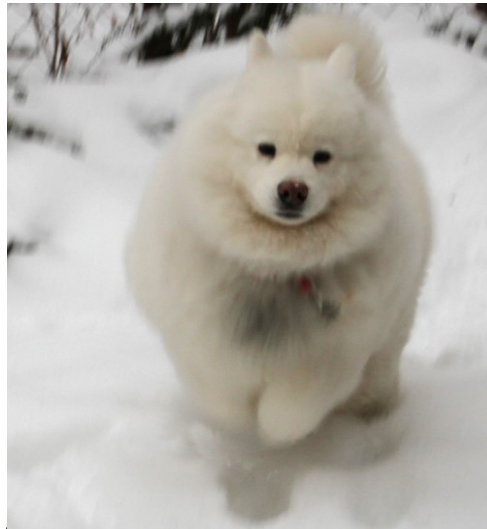
February 2020

Gentle readers... You will be receiving the Northstar News a bit late this month. Your editor has been experiencing some medical issues; which necessitated a stay at the Fairview Ridges hospital, here in Burnsville. A combination of issues, exacerbated by my long time use of the drug Eliquis has caused internal bleeding. Hopefully, as I write this, discontinuing Eliquis (which is a blood thinner needed due to my having Afib) should stop the problem. I need a few more tests and a revision to my medication list. Also, I can tell you all firsthand that spending any nights in a hospital is no fun. A nurse will come in every couple of hours to take your vitals and draw some blood. The place is noisy, the hospital beds very uncomfortable, it is not even a nice place to visit, much less stay there. The do have very good caregivers there, and if you have a medical problem, that is a good place to be. If you need quiet and rest, it is better to stay home.

From January 15 through January 18, I attended the annual Lincoln and Continental Club board meeting, both as a national director and representing the North Star Region. We talked about a number of issues, meets and judging, membership and how to increase it. I and fellow director, Pat Corbett made a presentation on the progress made this past year in improving the club publication, Continental Comments and we talked a bit about what the future might hold for this August publication. Fewer and fewer members are attending national meets. Only one, aptly named the Grand National will be held this year at the Lincoln museum in Hickory Corners, Michigan. It will bring all four principal clubs (Lincoln Owners Club, Lincoln Zephyrs Club, Road Race Lincoln Register and LCOC) together for one grand celebration of the brand's 100 year anniversary. It should be a momentous event, one that should not be missed by any serious Lincoln owner. As of today, three LCOC meets are in the works for 2021, but the future looks somewhat bleaker for 2022. At that time, we quite possibly will

be down to but two national meets. One for the eastern part of the country and one for the western part, with the Mississippi River being the dividing line.

Our overall membership is slowing falling. We are holding our own in the North Star Region. I believe that this is due to the club offering a good experience for our membership. We try to have interesting events throughout the



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

year, planned on providing our members with a wide variety of different things, hopefully, some of which will try and bring our members out of their caves. Strong, vital regions will build LCOC membership, ones that do not, continue to see their membership ranks thinning. For some 80 percent of our membership, the only thing of value is the Continental Comments magazine. This 80 percent, for one reason or another, will not travel to and participate in national meets. So, without a good magazine and an active region, there is little there for them to continue to belong to the LCOC.

Over the many years that the LCOC has been in business, the directors tend to continue down the same path year after year. Only when absolutely forced to make a change, will they reluctantly do so. Change is a constant in our lives. It is how we manage change that makes us successful. Overall, we have a fine organization, but we need to embrace the future and open our big tent to bring in a wider variety of members. The folks with the customs, the newer Marks, and more recent Town Cars. As long as they carry the Lincoln nameplate, we should welcome them with open arms. They are our brothers and they are the future.

There is some more stuff going on, but I will perhaps talk about that in future newsletters. I do ask that you can really help the club out by trying to sign up a new member or two this year. We really need some more new members. We need to make up for what the other regions are not doing.

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

Directors Message by Bob Johnson February 2020

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liked and listened to. With his trimmed mustache and calm manner, he even bore a resemblance to another trusted American fixture, another Walter; Walt Disney.

Along with Chet Huntley and David Brinkley on NBC, Mr. Cronkite was among the first celebrity anchormen. In 1995, 14 years after he retired from the "CBS Evening News," a TV Guide poll ranked him No. 1 in seven of eight categories for measuring television journalists. (He professed incomprehension that Maria Shriver beat him out in the eighth category, attractiveness.) Yet he was a reluctant star. He was genuinely perplexed when people rushed to see him rather than the politicians he was covering, and even more astonished by the repeated suggestions that he run for office himself. He saw himself as an old-fashioned newsman his title was managing editor of the "CBS Evening News" and so did his audience.

"The viewers could more readily picture Walter Cronkite jumping into a car to cover a 10-alarm fire than they could visualize him doing cerebral commentary on a great summit meeting in Geneva," David Halberstam wrote in "The Powers That Be," his 1979 book about the news media.

As anchorman and reporter, Mr. Cronkite described wars, natural disasters, nuclear explosions, social

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With less than 100 days until spring, it is time to think about what needs to be done to prepare our Lincoln's for another season of cruising the open highways. It is hard to believe that we are now starting our third decade of the 2000s. My first request is to ask you to write or update your Pride and Joy article about one or all of your Lincoln's; please help us out. Our February event will again be the CCA Potluck/Auction at the Firefighters Museum, 664 22 Avenue NE, in Minneapolis Saturday, February 16, at 5 p.m. Please RSVP to Tom Brace 651-644-7800 or email: tbrace@comcast.net. Please

bring an auction item that is worth bidding on. Also, ask Tom what type of food item is most needed.

This March 8, we will be having a Sunday brunch at Dehn's Country Manor, 11281 Fernbrook Lane, Maple Grove, Minnesota. Come at the usual time of 11:30 for some good food and even better company.

The main event for 2020 is our LCOC Grand National Lincoln Homecoming celebrating the centennial of production of the Lincoln Motor Car taking place in both Dearborn and Hickory Corners, Michigan. The complete information and registration information should be posted on the website: lincolncarmuseum.org by the time you receive this newsletter for **the seventh annual Lincoln Homecoming**, the annual gathering of the four major Lincoln clubs, will recognize the centennial of the Lincoln Motor Company; which was founded in 1920 to build automobiles. That celebration will take place on the museum grounds August 5-10 and will be preceded by a gathering in Dearborn, Michigan this August 2-5.

In January, Dave sent out our North Star membership renewals for 2020. Region dues will remain at \$20 again for this coming year. Dave Gustafson would appreciate your updating the information on the renewal form and send it to Matt Foley with your renewal check, so we can update our membership records. Please print your email address very carefully, as this is a very important way of quickly contacting our members if we have changes in our monthly event schedule.

Five years ago, in January 2015, at the LCOC winter board meeting, Pat Corbett asked Dave Gustafson if they could work together to chair the Publications committee when the current chairman suddenly quit. Thank God, Dave Gustafson accepted, ever since Dave and Pat have guided many changes to our beloved Comments magazine. During the past five years, Dave has brought in a new editor, Jeff Shively, helped guide changes in proofing content to eliminate constant errors (thanks to Dick Nelson, LCOC member in Illinois), implemented all color printing and reduced the printed cost of the magazine. I think that the Comments magazine now being produced is now on schedule and the best ever, and Dave Gustafson being one of the main reasons behind this remarkable transition over the past five years. If you agree with me, please let both Dave and Pat know that you appreciate the job they have accomplished to improve Comments.

HUSTLE is the term I will use for 2020 to increase our LCOC club membership. Our personal effort is needed to hustle any person who has an affection for the Lincoln motor car, old or new, classic or custom, driver or show car, hot rod or dragster, work car or beater or anybody that just loves our Lincolns. It is up to you to HUSTLE everyone that you feel would enjoy our Lincoln car hobby, Please, can YOU recruit at least one new member for our LCOC national club and we will give every new member a free first year membership in the North Star Region HUSTLE, HUSTLE, AND HUSTLE some more in 2020.

Our Facebook presence continues to grow with likes of up to 256 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

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

Bob and Mary Johnson

Board Of Directors - 2020

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2022
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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

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

1948 Continental Custom continued...

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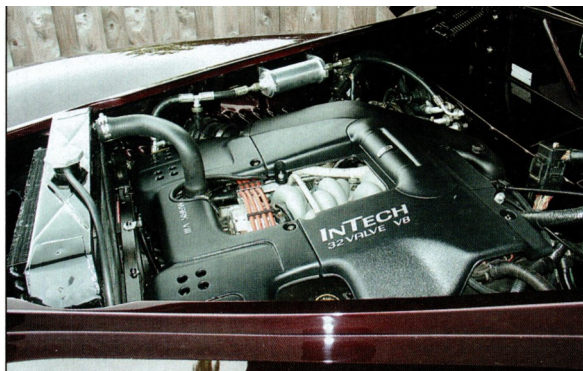
Walker, Minnesota. It took seven years to build this car. It seemed like all we did in those years was write checks to the restoration shop! But the outcome of the project was, in our opinion, worth it.

The history of this car is very interesting. From 1949 to 1956, my father worked at Aurora Lincoln-Mercury in Aurora, Illinois. He was service manager and parts man. I worked there in the summer of 1950 in the parts room as a high school kid.

When I bought the car in 1995, I heard I could get a build sheet. Guess what? This car was sold out of Aurora Lincoln-Mercury in February 1948. So we may have seen this car there. Lincoln Continentals from 1940 to 1948 have been a favorite of mine since those days.

We have a brand-new 1994 Mark VIII engine and a brand-new Mark VIII transmission. We have a brand-new Mercury Marquis 3.08:1 rear end. We have a new Mustang II independent suspension designed, ordered, and built for the weight of a Lincoln. We have Pontiac Bonneville front bucket seats. We put the instrument cluster from the Mark VIII in the car. The car has air conditioning, electric windows and seats, and cruise control. The two tail lights and Cobra light are equipped to be working stop lights.

The color is Dark Cherry Metallic. The interior is mauve and Burgundy in all leather. I just liked these colors and thought they were a nice contrast to the exterior color. When I asked the guy to do the interior doors, I said, let's do something a little different. He had the car in his upholstery shop in Brainerd, Minnesota. He decided to replicate the design of the rear seat armrests and put them on the front doors. The car has electric hood openers, door openers and trunk openers. The buttons on top of the dash are from a Mark VIII information panel. I came up with the idea of the stainless steel door sill plates.



The Custom Continental features an InTech 32 Valve engine; which was used in Lincoln Continentals and Mark VIII. It provides more than ample performance and great economy.

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upheavals, and space flights, from Alan Shepard's 15-minute ride to lunar landings. On July 20, 1969, when the Eagle touched down on the moon, Mr. Cronkite exclaimed, "Oh, boy!" On the day President John F. Kennedy was assassinated, Mr. Cronkite briefly lost his composure in announcing that the president had been pronounced dead at Parkland Memorial Hospital in Dallas. Taking off his black-framed glasses and blinking back tears, he registered the emotions of millions.

It was an uncharacteristically personal note from a newsman who was uncomfortable expressing opinion.

"I am a news presenter, a news broadcaster, an anchorman, a managing editor, not a commentator or analyst," he said in an interview with The Christian Science Monitor in 1973. "I feel no compulsion to be a pundit."

But when he did pronounce judgment, the impact was large.

In 1968, he visited Vietnam and returned to do a rare special program on the war. He called the conflict a stalemate and advocated a negotiated peace. President Lyndon B. Johnson watched the broadcast, Mr. Cronkite wrote in his 1996 memoir, "A Reporter's Life,"

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Northstar Monthly Board Meeting Minutes

January 2, 2020

Board of Director's Monthly Meeting

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

DIRECTORS' REPORTS

Director Bob Johnson reviewed the tentative schedule for next year:

Jeff Eisenberg investigated that a get together of several area car clubs be held at the New Bohemia Bar and Restaurant in Golden Valley. Bob Johnson proposed that a joint get together be held at the New Bohemia the second Tuesday of each month from 4:00 to 8:00 pm. He will follow up with details and asked Tom Brace to contact the Classic Car Club.

Bob also provided a list of proposed monthly events:

January 16-18, LCOC National Board Meeting in St. Petersburg FL.

January 26, Sunday Brunch at the Chart House in Lakeville.

February 16, joint potluck and auction with CCCA at Minneapolis Firefighter's Museum.

March TBD, Sunday Brunch at Dehn's Country Manor.

April 28, Sunday Brunch at the Roasted Pear in Brooklyn Park.

May 16, Lincoln car display hosted by Wendy and Jeff Eisenberg at Art-Whirl in NE Minneapolis.

May 23, 12th annual Lincoln car show at Bloomington Lincoln.

June 29, Annual Lincoln out state car show. Location TBD.

July TBD Maple Grove Days car show and breakfast.

August 25, Sunday Brunch at Dangerfield's in Shakopee.

September TBD Sunday Brunch at Jax's Café in Minneapolis.

October 4, Annual catered brunch and auction at Morries in Orono.

November 10, Year-end Sunday Brunch at the Lowell Inn in Stillwater.

December, no North Star activities for the month.

Treasurer Matt Foley reported the treasury balance to be \$2,019.15 with all bills paid.

Membership and Publications Director Dave Gustafson reported fifteen new members this past year. The total to be approximate one hundred forty.

The meeting was adjourned at 7:40 pm. The next meeting will be held at Bloomington Lincoln Feb 6, at 6:30 pm.

Respectfully submitted by Secretary Roger Wothe.

More Dennis Continental

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 quoting a description of the scene by Bill Moyers, then a Johnson aide.

"The president flipped off the set," Mr. Moyers recalled, "and said, 'If I've lost Cronkite, I've lost middle America.'"

Mr. Cronkite sometimes pushed beyond the usual two-minute limit to news items. On Oct. 27, 1972, his 14-minute report on Watergate, followed by an eight-minute segment four days later, "put the Watergate story clearly and substantially before millions of Americans" for the first time, the broadcast historian Marvin Barrett wrote in "Moments of Truth?" (1975).

"From his earliest days," Mr. Halberstam wrote, "he was one of the hungriest reporters around, wildly competitive, no one was going to beat Walter Cronkite on a story, and as he grew older and more successful, the marvel of it was that he never changed, the wildfires still burned."

Walter Leland Cronkite Jr. was born November 4, 1916, in St. Joseph, Missouri, the son of Walter Leland Cronkite Sr., a dentist, and the former Helen Lena Fritsche. His ancestors had settled in New Amsterdam, the Dutch colony that became New York. As a boy, Walter

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 All of the woodwork in the console and on the dash was done by Kurt Fisher in Walker, Minnesota; who worked for our son's restoration shop.



The front seats for this custom Continental are from a Pontiac Bonneville. While not FOMOCO, they still provide comfort to the max for both passenger and driver-and who does really want to be comfortable.

We had to do a little bit of redesigning the cover of the engine, shortening the front. We had to make a custom radiator. The car looks like a regular 1948 Lincoln Continental Coupe from the exterior, except for the wheels. The wheels are custom wheels out of Oklahoma City. There are three wipers to clean all of the windshield. The original wipers did not clean the whole windshield. Three wipers do.



The interior has been mostly redesigned. It works well for the driver and as a Custom, that is what it is all about.

The car is fun to drive. It always gets a lot of comments and thumbs-up when we have it on the road. Our first show for the car was the Ford Centennial and LCOC 50th Anniversary Meet in Dearborn, Michigan, in 2003. We trailered the car from

Walker to Dearborn. In September 2003, we drove the car to the Eastern National Meet in Hickory, North Carolina. In Dearborn, one of the windshield wiper blades fell off and the electric seats wouldn't work. We got a second place award. At Hickory, we won a first in Primary Class, Best Modified Custom, and longest drive for a V-8 to a National Meet. The car ran flawlessly on the round trip to Hickory, and to our son's home in North Carolina, and then back to Walker, Minnesota. We averaged about 24 mpg with the overdrive transmission and the Mark VIII engine.



Another view of the dash layout of the Dennis Custom.

We have put about 4,000 miles on the car since we have taken it out of the restoration shop. It has been in a few shows and a couple of parades. It always gets attention. However, most people don't know what kind of car it is. At "Back to the 50s," while we were driving north on Snelling Avenue in St. Paul, a lady in a new Town Car asked, "Is that a Packard?"



Note the very clean lines of the Dennis Custom. A good ride made even better.

The Lincoln Continental Coupe keeps our 1963 Thunderbird Landau and our 1966 Lincoln Continental convertible company as the "Ruby Jewel" of our Ford product antique cars. It is truly a one of a kind 1948 Lincoln Continental with Mark VIII power and controls. It is a classic beauty with modern comfort and drivability.

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peddled magazines door to door and hawked newspapers. As a teenager, after the family had moved to Houston, he got a job with *The Houston Post* as a copy boy and cub reporter. At the same time, he had a paper route delivering *The Post* to his neighbors.

"As far as I know, there were no other journalists delivering the morning paper with their own compositions inside," he wrote in his autobiography.

When he was 16, Mr. Cronkite went with friends to Chicago for the 1933 World's Fair. He volunteered to help demonstrate an experimental version of television.

"I could honestly say to all of my colleagues, 'I was in television long before you were,'" he said in an interview with *CBS News* in 1996.

Walter Cronkite on the air in the early 1960s. For decades on CBS, he signed off with his signature, "And that's the way it is."

Mr. Cronkite attended the University of Texas for two years, studying political science, economics, and journalism, working on the school newspaper and picking up journalism jobs with *The Houston Press* and other newspapers. He also auditioned to be an announcer at an Austin radio station but was turned down. He left college in 1935 without graduating to take a job as a reporter with *The Press*.

While visiting Kansas City, Missouri, he was

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The Hot Rod Lincoln

In searching for interesting articles to fill the February issue, your editor came across this interesting story about how the song "Hot Rod Lincoln" and the car came to be. The song is somewhat of an anthem for us "older" Lincoln fans, some of which remember when it was played on jukeboxes in 3.2 beer joints. Both the car and the song are true classics. *The article was originally written by Ed Gray and appeared in the September-October 2005 issue of Continental Comments.*



Charlie Ryan's Hot Rod Lincoln photographed at Silverdale, Washington in 1994.

For the past 50 years, people all over the country have been singing, humming or whistling an old country/pop song called *Hot Rod Lincoln*. This tune may be the most famous and well-known of all car songs of the past 50 years. According to BMI, an agency that represents publishers, songwriters and composers, *Hot Rod Lincoln* has been played over a million times on the radio. Charlie Ryan, who wrote and first performed the song, is a long time LCOC member and Lincoln fan.



Ruthie and Charlie Ryan

Charlie, who turns 90 this December, performed again for the members of the Pacific Northwest Region at their May club

event in Spokane, Washington. He has delighted us with lively performances at club events in the past, including the 1994 Western National Meet in Silverdale, Washington.



When Charlie came home from the Army at the end of World War II, he bought a 1941 Lincoln-Zephyr four-door sedan. In 1950, returning from a singing gig in Lewiston, Idaho, he chased a friend's Cadillac up the Lewiston Grade. He noticed the telephone poles were flying by so fast they looked like a picket fence, and the idea for a song was born. It wasn't until 1953 that Charlie finished the song and produced it on his own record label. He changed the site of the race to the Grapevine Grade outside of Los Angeles. On the flip side was another of his original songs, Hank Williams' *Good Bye*. Other groups picked up the song and also ran up the charts with it. Some of the more famous were Johnny Bond, Commander Cody and the Lost Planet Airmen, Martina McBride, Asleep at the Wheel, and Wreckers. The song rode high in the charts for both pop and country music.



While Charlie was working on the song, he built the Hot Rod Lincoln. He took the Zephyr body off the frame and shortened the frame by two feet. With the shortened wheelbase, he was able to bolt a 1930 Model A coupe body on it. He installed a 1948 V-12 with a four barrel carburetor and a three-speed overdrive transmission for power. He had to extend the hood a little to fit over the engine. He added a Lincoln Greyhound

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More Hot Rod Lincoln

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hired by the radio station KCMO to read news and broadcast football games under the name Walter Wilcox. (Radio stations at the time wanted to "own" announcers' names so that popular ones could not be taken elsewhere.)

He was not at the games but received cryptic summaries of each play by telegraph. These provided fodder for vivid descriptions of the action. He added details of what local men in the stands were wearing, which he learned by calling their wives. He found out in advance what music the band would be playing so he could describe halftime festivities. At KCMO, Mr. Cronkite met an advertising writer named Mary Elizabeth Maxwell. The two read a commercial together. One of Mr. Cronkite's lines was, "You look like an angel." They were married for 64 years until her death in 2005.

In addition to his son, Walter Leland III, known as Chip, Mr. Cronkite is survived by his daughters, Nancy Elizabeth and Mary Kathleen; and four grandsons.

In his last years, Joanna Simon, a former opera singer and sister of Carly Simon was his frequent companion.

After being fired from KCMO in a dispute over journalism practices, he considered shabby, Mr. Cronkite in 1939 landed a job at the United Press

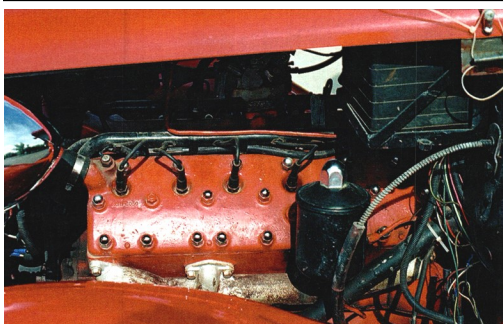
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hood ornament on the grille shell and a Lincoln emblem on the radiator, narrowed the Lincoln bumpers, and installed a custom cut 1947 Zephyr dashboard. Charlie still has the bright red "Hot Rod Lincoln," and he showed it at the 1994 Western National Meet. Today it is on display for all to enjoy at the Mistequa International Auto Museum at the Chewelah Casino in Chewelah, Washington, 40 miles north of Spokane, Washington.



Note the Lincoln Greyhound radiator cap



As you would expect, there is a Lincoln HV-12 engine, equipped with a four barrel carburetor. The car runs smooth and fast.

Charlie and his wife and song co-writer, Ruthie, split their time between Spokane, Washington in the summer, and Apache Junction, Arizona in the winter. Charlie has received awards from BMI and Billboard Magazine. He was inducted into the Minnesota Rock and Country Hall of Fame and was honored in Spokane with a parade and tribute on "Charlie Ryan Day." Washington Governor Gary Locke declared him a "State Treasure." *Hot Rod Lincoln* was proclaimed an "American Classic" by U.S. Senator Maria Cantwell.

Charlie donates a lot of his time to performances for fundraisers, including Ronald McDonald House and other programs for

children, including a performance to benefit the scholarship program at Apache Junction High School in Apache Junction, Arizona.



Note the 1949 or 1950 Lincoln taillights



Again, note the 49-50 Lincoln tail lamps and the spare tire cover is an oversize reproduction of the hit record "Hot Rod Lincoln." This really says it all about this very distinctive, very special car.

Charlie deserves all of the honors he has received. He and Ruthie have remained great friends and generous club members here in the Pacific Northwest.

The most iconic line from the song is: "Son, you're gonna drive me to drinkin' if you don't stop drivin' that Hot Rod Lincoln!"

Lincoln gives drivers a sanctuary

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news agency, now United Press International. He reported from Houston, Dallas, El Paso and Kansas City.

The stint ended when he returned to radio and then took a job with Braniff International Airways in Kansas City, selling tickets and doing public relations.

Returning to United Press after a few months, he became one of the first reporters accredited to American forces with the outbreak of World War II. He gained fame as a war correspondent, crash-landing a glider in the Netherlands, accompanying the first Allied troops into North Africa, reporting on the Normandy invasion, and covering major battles, including the Battle of the Bulge, in 1944.

In 1943, Edward R. Murrow asked Mr. Cronkite to join his wartime broadcast team in CBS's Moscow bureau. In "The Murrow Boys: Pioneers on the Front Lines of Broadcast Journalism" (1996), Stanley Cloud and Lynne Olson wrote that Murrow was astounded when Mr. Cronkite rejected his \$125-a-week job offer and decided to stay with United Press for \$92 a week.

After covering the Nuremberg war-crimes trials and then reporting from Moscow from 1946 to 1948, he again left print journalism to become the Washington correspondent for a dozen

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By Michael Martinez, from the internet.

Lincoln Motor Company, looking to shed the unflattering perception that its vehicles are simply rebadged Fords, has placed a special emphasis on interiors during its latest revival effort.

It started in 2017, when the brand introduced a 30-way massaging seat in the Continental sedan, and has continued through the launch of its latest vehicle, the 2020 Corsair crossover.



Inside the cabin of the new quiet Corsair.

The strategy involves more than wrapping the steering wheel in supple leather and adding fine wood inlays on the dash. Brand officials want to create the feeling of a "sanctuary" for the driver and passengers, and that idea has shaped every decision, from replacing jarring in-vehicle alerts with soothing orchestra chimes to reducing engine noise with a dual-wall dash.

"Every touch point within the vehicle has to make you feel like, OK, I can relax in this environment so when I come out of it and go take on the world again, I'm feeling revitalized," Michael Sprague, Lincoln's marketing manager, told *Automotive News*. "It's a more holistic approach. You can have a really fine quality of materials, but if you don't execute it in an environment with everything else, it's just a really nice seat."

Critics are taking notice. A Lincoln vehicle has landed on the Wards 10 Best Interiors list each of the past three years. When the Navigator won in 2018, judges said its dark red "Destination" Black Label theme felt like "you're swimming in a glass of cabernet." The sanctuary idea is one of four pillars of the brand's "quiet flight" DNA. Executives settled on that theme this decade as a way to set Lincoln apart from more aggressive German luxury brands and develop what they believed was an underserved niche in the market: a warm, human-centered experience.

"Lincoln wants to own the interior,"

John Jraiche, the Corsair's chief engineer, said on a media drive last week. "You've got to pick your place and be good at it. That's where we've chosen."

Quiet ride; The Corsair, on sale now, allowed brand officials to take what they've learned from Lincoln's recent vehicles and refine it in a smaller package. The MKC's replacement features many touches that have first appeared elsewhere, such as massaging seats, noise-canceling microphones and orchestra chimes, along with some new ideas. It's the first Lincoln to come with a rear integral bush suspension, which officials say helps smooth out the ride by absorbing road impacts. The noise-dampening dual-wall dash (also found in the 2020 Aviator) is made with sheet-molded composite material with an air gap in between.

"Some of our competitors want you to hear the engine," Jraiche said. "We'd rather you feel the power."

The interior design uses horizontal lines to create a feeling of spaciousness. Designers updated the steering wheel, placing the voice-control button higher to keep the driver from looking down.

It also comes with a 14-speaker Revel Audio sound system. While the speaker brand has been a staple in recent Lincolns, officials said it's tuned specifically for the Corsair.

The second row, which Lincoln says has best-in-class legroom, features segment-first sliding seats, meant to give passengers a more comfortable ride when less cargo space is needed.

"It's all about the experience," Kemal Curic, Lincoln's new design director, told *Automotive News*. "We're honing it more and more with every vehicle we're doing."

Standing apart; Curic, part of the Lincoln team since 2014, said the sanctuary theme began after design work on the Continental already had started.

The vehicle originally was meant to be the next-generation MKS, he said, until Kumar Galhotra, then Lincoln's president, gathered everyone in the design studio and announced the name change.

"The entire mindset of the organization reset," Curic said.

The team drew from the Continental's history

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Midwestern radio stations. In 1950, Murrow successfully recruited him for CBS.

Mr. Cronkite was assigned to develop the news department of a new CBS station in Washington. Within a year, he was appearing on nationally broadcast public affairs programs like "Man of the Week," "It's News to Me," and "Pick the Winner."

In February 1953, he narrated the first installment of his long-running series "You Are There," which recreated historic events like the Battle of the Alamo or the Hindenburg disaster and reported them as if they were breaking news. Sidney Lumet, soon to become a well-known filmmaker, directed the series.

"What sort of day was it?" Mr. Cronkite said at the end of each episode. "A day like all days, filled with those events that alter and illuminate our times. And you were there."

In 1952, the first presidential year in which television outshined radio, Mr. Cronkite was chosen to lead the coverage of the Democratic and Republican national conventions. By Mr. Cronkite's account, it was then that the term "anchor" was first used by Sig Mickelson, the first director of television news for CBS, who had likened the chief announcer's job to an anchor that holds a boat in place.

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Sanctuary Interiors

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of spacious interiors with horizontal design cues, many of which they've replicated in vehicles today.



The 2020 Lincoln Corsair which replaced the MKC. Lincoln is going back to names.

The sanctuary idea came into sharper focus after extensive customer research indicated luxury buyers were looking for something different from what Lincoln's rivals were offering.

"If you think about the Germans, it's all about dark and sporty and carbon fibers," Curic said. "On the other side, you have that human touch, the beauty and the feeling of sanctuary. Nobody was fulfilling that. That was one of the biggest moments. We said, 'This is where we're going to stand apart from everyone else.'"

Our favorite dealer, Bloomington Lincoln, has a wide selection of 2020 Lincoln models, including the all new Aviator. They also have quite a few of the new Corsairs, the awesome replacement for the MKC. As we have preached so many times before, Lincoln is for those of us who take the road less traveled. Lincoln really is a car that must be driven to fully appreciated. Go down to Bloomington Lincoln, talk with some of the fine folks down there and arrange for a test drive of one or two of their new models. They also have a wide selection of certified "gently owned" Lincolns that may be had at a very attractive price. If you have always wanted a Lincoln in your garage, stop by Bloomington Lincoln, tell them you are a member of the North Star Lincoln Club and you will be warmly welcomed and be provided with their very best price on any Lincoln in stock. Stop by soon; perhaps you will go home with a new Lincoln.

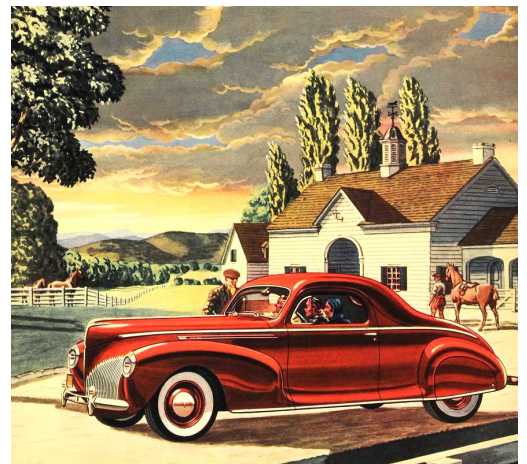
Winners!



North Star members Richard and Linda Herman rode to a very sweet victory with their Mark III at the Eastern National LCOC Meet in Dutchess County New York this past September.



The Herman's shown with their award, the William Clay Ford trophy. It just doesn't get much better. Congratulations! We hope to see them soon and express our personal thanks on this fine achievement.



Frank Lloyd Wright's Lincolns

(Continued from page 10)

The 1952 conventions made Mr. Cronkite a star. Mr. Mickelson, he recalled, told him: "You're famous now. And you're going to want a lot more money. You'd better get an agent." Mr. Cronkite went on to anchor every national political convention and election night until 1980, with the exception of 1964. That year he was replaced at the Democratic convention in Atlantic City by Roger Mudd and Robert Trout in an effort to challenge NBC's Huntley and Brinkley team, which had won the ratings battle at the Republican convention in San Francisco that summer.

In 1961, Mr. Cronkite replaced Murrow as CBS's senior correspondent, and on April 16, 1962, he began anchoring the evening news, succeeding Douglas Edwards, whose ratings had been low. As managing editor, Mr. Cronkite also helped shape the nightly report.



The evening broadcast had been a 15-minute program, but on Sept. 2, 1963, CBS doubled the length to a half-hour, over the objections of its affiliates. Mr. Cronkite interviewed President Kennedy on the first longer broadcast, renamed

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This article originally appeared in the September-October 2005 issue of Continental Comments and is being reprinted at this time



One of Frank Lloyd's customized Continentals.



Another view of the FLW special Continental. This car was the ultimate fashion statement at the time.

Frank Lloyd Wright was the famous and eccentric architect who died in 1959 at age 92 after changing the world of architecture for all time. He lived in Taliesin North in Spring Green, Wisconsin and Taliesin West in Scottsdale, Arizona. Both places were also his schools of architecture. He motored between the two places seasonally. He stopped driving in 1937 after crashing his Cord into a florist truck.

According to one story, he met Edsel Ford when Ford was designing the Lincoln Continental. This story may or may not be true. He did see the new Lincoln Continental displayed at the November 1939, Chicago Auto Show, and he was literally swept off his feet. He immediately ordered a Cabriolet; which came off the assembly line on December 28, 1939. He had it painted Cherokee Red, or brick red because he was part Cherokee. Just how this Cabriolet was wrecked is uncertain. One story says that his son-in-law rolled the car over in a rural Wisconsin ditch

after an argument one night with Wright. Another story says that Wright, who shouldn't have been driving, was and he rolled the car. A third story contends that Wright's daughter was driving the car. The best supported of these three stories is that the son-in-law wrecked the car.

Whoever was driving, the accident was the reason that Wright had the car customized to look like a '20s Town Car with an open chauffeur's compartment and an enclosed passengers' compartment. But he put peculiar looking half-moon windows on the sides, and the car had no rear window at all. Wright designed the rebuild and the actual work was done by the Ideal Body Shop in Madison, Wisconsin. While it was very skillfully hand-crafted, it was not a very attractive Lincoln Continental, but it was what Wright wanted for his trips between Taliesin North and Taliesin West. When asked why the car had no rear window Wright would jokingly explain, "I always look forward, never backward."

The interior of the rear compartment was all upholstered in leather with shades for the side windows and pillows all over the place. Wright liked his privacy when he traveled. It seems he did not like looking out the side windows or ahead. When traveling, he was a recluse. A case could be made that this was the first Lincoln Continental ever customized because the accident happened and the customizing was done when the car was practically brand-new. Also, Frank Lloyd Wright was probably the only person alive who had the money and the eccentricity to customize a new Lincoln Continental.

In 1941, Frank Lloyd Wright bought another Lincoln Continental. This one was a Coupe, and he also had it painted Cherokee red. This one received very little modification. He had extra wide lower trim strips put on the lower body and fenders, and a Cherokee red interior was installed to match the paint. He kept both of these cars until he died in 1959. He always maintained that the Lincoln Continental was the most beautiful car ever built. He also had two Jeeps and perhaps five Crosleys and six or seven American Bantams or Austins. In addition to very big and elegant cars, Wright loved little tiny cars for the use of his students at his two schools of architecture. His other cars were a Gullwing Mercedes 300, a Bentley, a Hillman, a Riley and a Jaguar,

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FLW continued

(Continued from page 11)

the "CBS Evening News With Walter Cronkite." He also broadcast from a real newsroom and not, as Edwards had done, from a studio set.

At the time the broadcast was lengthened, Mr. Cronkite inaugurated his famous sign-off, "And that's the way it is."

Mr. Cronkite raced sports cars but switched to sailing so he could spend more time with his family. He liked old-time pubs and friendly restaurants; there was even one in Midtown Manhattan where his regular chair was marked with his initials.

Mr. Cronkite retired in 1981 at 64. He had repeatedly promised to do so, but few had either believed him or chosen to hear. CBS was eager to replace him with Dan Rather, who was flirting with ABC, but both Mr. Cronkite and the network said he had not been pushed.

On his 90th birthday, Mr. Cronkite told *The Daily News*, "I would like to think I'm still quite capable of covering a story."

But he knew he had to stop sometime, he allowed in his autobiography. He promised at the time to continue to follow news developments "from a perch yet to be determined."

"I just hope that wherever that is, folks will still stop me, as they do today, and ask, 'Didn't you used to be Walter Cronkite?'"

From the internet...

(Continued from page 11)

plus a prewar AC 16/80 roadster. His last car was a white 1955 Lincoln Capri sedan, which remained at Taliesin West for years after his death. All of his cars were on his two estates at the time of his death. They were not disposed of for some time and most fell into a state of slow decay.



The second Frank Lloyd Wright Continental was a 1941 model and it was a closed coupe. It was also a very unique car and painted in Cherokee Red like the 1940 car. It was not as heavily customized as the first one.

In 1964, LCOC member Pat Thym, who owned a restaurant in Dodgeville, Wisconsin, purchased the 1940 Lincoln Continental from the Wright Foundation. It was then in a sad state of repair and required a complete restoration. The engine and both front fenders were missing. He listed the car in the LCOC Directory as H092816. By 1991, this 1940 Wright Lincoln Continental was owned by Tom Monahan, along with one of Frank Lloyd Wright's Crosleys. He kept them both on display at his Domino's Pizza offices in Ann Arbor, Michigan, in an impressive museum of Frank Lloyd Wright artifacts.

Eventually, a Hollywood producer, Joel Silver, purchased the 1940 model, presumably from Tom Monahan. The '41 remained for many years in Milwaukee in poor unrestored condition. Mr. Silver also purchased this car. He had both cars completely restored, but not to the original condition. They were restored to the way Frank Lloyd Wright had them customized many years ago. Both cars made their debut at the 2004 Pebble Beach, California, Concours d'Elegance. Both cars are now on display at the Frank Lloyd Wright designed Auldbrass Plantation in Yemassee, South Carolina, which is one of Silver's properties.

Caribou Pickup

The following is a story about a custom 1977 Continental Mark V which was made/converted into a pickup. The conversions were done in San Francisco and this interesting article first appeared in Continental Comments in the September-October 2002. Everyone should have one of these in their garage. Unique cars for very unique people.

The *Caribou* is a 1977 Continental Mark V made into a pickup in the latter part of 1979. The company that built them was in San Francisco. They built about 500 Cadillac pickups, but only six Continental Marks.

When the Lovegrens were in Houston with a Lipstick for the 2001 Mid-America National Meet, Sherman received a phone call from a man back in Fresno who said he had a Continental Mark V *Caribou*. When Sherman returned home, he called the man and looked at the car. When the Mark Vs were built, 1977-79, Sherman bought a new one every year from his local Lincoln-Mercury dealer. He remembered during that period seeing a Continental pickup coming into the dealership. Not being a car collector at the time, he paid no attention to the pickup. But now, after all these years, it turned up in his own backyard.

Sherman found out that the original owner of this pickup had a trucking company in Fresno, and that he had died. The estate sold Sherman the pickup. So now, when Sherman would drive the pickup, people would say, "There goes Floyd Struck." Sherman would say, "Did you know Floyd?" This is how Sherman found out about the owner and the pickup. Then, when Sherman entered the pickup in a local car show, he met a man who remembered unloading it off the trailer in 1979.

Later, Larry Frazier called Sherman's attention to an article on Seventies Lincoln pickups in the November-December 2000 issue of *Continental Comments* written by Mike Schultz. But even by calling Mike Schultz and doing a lot of research, Sherman could not find out much about the conversions other than that they were built out of San Francisco. But he did find a second *Caribou* in Fresno. One evening while surfing on the internet, Sherman found a *Caribou* "monster truck." "I called the seller who was out of Dallas," says Sherman. "She said that

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More about the Caribou

her husband built the *Caribous*. He wasn't there, so I called him back. During the course of several phone conversations, he identified my pickup and told me the entire history of the *Caribous*, including giving me a record of all six *Caribous* that were sold."



The Caribou was a custom created from a Mark V. Featuring one-of-a-kind styling, it was definitely an eye catcher. Probably not intended as a working vehicle, it would make a statement hauling your golf clubs to your local country club or for a run to your favorite liquor store to pick up a keg or two.

"The first one built was sold in Fresno to Semonian Farms, a large farming company of grape growers. The builder of the *Caribous* was originally in the wrecking yard business. He met up with the retired chief designer and engineer of General Motors. He was the one who introduced the Cadillac pickup, which was called the *Mirage*. They sold so well that the Lincoln-Mercury dealer on Van Ness Avenue in San Francisco contacted this man, now living in Texas. The dealer asked him to build some of these vehicles for Lincoln. This was at the very tail end of the 1977 model year, so it was 1978 before any *Caribous* were built. They did not convert brand-new cars. At first, they took a 1977 Mark V that was damaged on the back and top, so much so that it was a wrecked car. This was the first one converted into a *Caribou*. It was white with a red top. That car was sold to the Lincoln-Mercury dealer on Van Ness in San Francisco who in turn, sold it to the farming company in Fresno. Then they built two for the Lincoln-Mercury dealer in Sunnyvale, California, down the peninsula from San Francisco. They also built two for the Lincoln-Mercury dealer in San Jose. Then there was one more built--my green *Caribou*."

"But, instead of building these pick-ups out of brand-new Mark Vs they would buy used ones at the Bay Auto Auctions. There was only one of the six that were built from a brand-new Mark V. My *Caribou* was a Mark V bought at an auction for the dealer in Sunnyvale. After the conversion was completed the *Caribou* was put on the showroom

floor, and Floyd Struck came in from Fresno and wanted to buy it. The *Caribou* was shipped to Frank J. Sanders Lincoln-Mercury in Fresno, where Struck took delivery. He kept the Caribou up until the time of his death. It was in the estate for about five years before I bought it with 43,000 miles."



Coming or going, this is one interesting vehicle.

The *Caribou* is a molded fiberglass kit from the door back. The tailgate and the bed liner are fiberglass. The back seat area is entirely removed, but the armrest is still there, intact. The oval rear window is a special design. You could get a *Caribou* with a full vinyl top, or a half vinyl top. The side trim is unique to the *Caribou*. *Continental Comments* #237 talks about "Coloma" conversion kits to make a *Caribou* pickup out of a Continental Mark V. These conversion kits were advertised in *Hemmings Motor News* in 1979 for \$2,395. Sherman has found no information that any of these kits were ever bought and used to convert other Continental Mark Vs. He can only verify the six originally built by the manufacturer.

The color of Sherman's *Caribou* is Jade Green; actually, it is a two-tone with a lighter shade of metallic green as the secondary color. Sherman has not repainted the car. It was repainted when it was originally converted into a *Caribou*. They put more metallic into the green than the factory Jade Green. Sherman did a lot of detailing to the *Caribou*. He changed the wire wheels to Mark V wheels. There had been some rodent damage to the interior, so Sherman replaced the seats, left door panel, and carpeting with matching pieces from Lincoln Parts International. He also added a lot of Mark V *Collector's Series* trim parts from Lincoln Parts International.


LINCOLN
 What A Luxury Car Should Be

The Welcome Wagon, by Francis Kalvoda

Francis is a proud resident of Willmar, Minnesota and may be reached at fjk@charter.net 320-235-5777



A heavily stylized Welcome Wagon

Only two more months of winter. Only two more months of winter. I must be optimistic. Only two months until spring. Only two months until spring. Micki and I have not wandered too far from home so far this winter. Our fireplace and recliners seem like a good place for a staycation. Hopefully, we will venture out a bit more when our bodies and the weather cooperate.

This month I am proud to introduce you to **Patrick Flavin**, Buffalo, Minnesota, patricioflavin@hotmail.com, 763-878-2749. Patrick enjoys the outdoors, and if you don't share his energy, perhaps he can help you with one of his services: Affordable #1 Tree Service, and Pat's Stump Removal. Pat will literally go out on a limb to help you.



Pat's 1978 heavily customized Mark V



Pat also has a very hot 1970 Chevrolet with a 427 V8

For some relaxing vintage cruising, Pat has a 1976 Continental Mark IV and a unique custom 1978 Continental Mark V. Pat also has an awesome 1970 Chevy Nova with a 427 V8 and a Bugatti replica kit car powered by a Volkswagen engine.



Pat also has a very nice 1953 Chevrolet Bel Air sedan

To add a little more variety to Pat's collection, we find a Pontiac Fiero GT fastback and a 1958 Edsel Ranger. A 1953 Chevrolet Bel Air was his late brother Terry's car. The attraction for Lincoln started when Pat was young. His older brother Terry bought a well-cared for, larger than life, 1960 Lincoln. What more could a car ever be? Pat's monochrome black Mark V received custom touches all-around. When you see Pat at one of the North Star events this year, tell him about yourself and your vehicles.



A Bugatti replica kit car also resides in Pat's collection

As you can tell by his collection, he likes a variety of vehicles. Pat does tree service within 50 miles of Buffalo and sees no need to branch out from there. Give Pat a call if your trees are too tall or you don't want them at all.

Lincoln Capri for 1953



Preview of Coming Events

- February **CCCA Potluck and Auction, Saturday, February 16, 5 p.m.** Firefighters Museum, 664 22nd Avenue, Minneapolis, Minnesota. RSVP to Tom Brace.
- March **Sunday Brunch,** Dehn's County Manor, Fernbrook Lane Maple Grove, Minnesota
March 8 at 11:30 a.m.
- April **Sunday Brunch, April 28, 2019** at the Roasted Pear, Brooklyn Park, 9690 Colorado Lane, at 11:30 a.m.
Classic car club Roundup, 4 to 8 p.m. April 14, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley Minnesota
- May **12th Annual Memorial Weekend Lincoln car show**
Bloomington Lincoln, Saturday, May 23 , 2020, 10 a.m. to 2 p.m.
Lincoln car display, and ART-A-WHIRL Saturday, May 16, 2020
11:30 a.m. to 3 p.m., hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis
Classic car club Roundup, 4 to 8 p.m., May 12, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley, Minnesota
- June **Saturday, June 29, 10:00 p.m., 2:00 PM North Star Region,**
17th Annual Classic Lincoln Out State Car Show Where?
Classic car club Roundup, 4 to 8 p.m., June 9, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley, Minnesota



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism

works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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North Star Activities



Upper Midwest Region of the Classic Car Club of America

POT LUCK DINNER AND AUCTION

To be held at the Firefighter's Museum

664 22nd Avenue NE, Minneapolis

North Star LCOC members are invited

Saturday, February 16, 2020 at 5 p.m.

RSVP Tom Brace 651.644.1716 email: trbrace@comcast.net

Talk with Tom about what kind of potluck item you are planning to bring or for possible suggestions.

Please bring an auto-related item for the auction. Proceeds will be divided between the CCCA and the Lincoln club.



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

Dehn's Country Manor

11281 Fernbrook Lane, Maple Grove

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

We will see you all there on March 8.

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



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

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

See you there on Sunday, April 28, at 11:30 a.m. The Roasted Pear is located at 9690 Colorado Lane in Brooklyn Park.

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