

## Our Pride and Joy



Harry and Joni Nicholson's very unique "Two-Tone Mark II

Our Two-Tone Mark II  
By Harry Nicholson

***The first time I ever laid my eyes on a Mark II, I fell instantly in love.*** I was fifteen years old and the year was 1971. I spotted it pulling into a local gas station. It was a sea foam green 1956 Mark II. I had never seen a Mark II before—not even in a car magazine, but I knew right away that it was the most intriguing automobile I had ever seen. Little did I know, that years later, I would own one of those beautiful luxury cars.

In 2001, I had saved up a little extra money and had begun rebuilding a 1940 Chevy Coupe. In the midst of this project, I ran across a classified ad in Hemming's Motor News that caught my eye. Low and behold, there was a description of a 1956 Mark II—the same kind of vehicle I remembered seeing pull into the filling station in 1971. The ad told little about the vehicle or its condition, but my desire to learn more about the vehicle was more than I could bear. So, I called the gentleman, Billy Huffman of North Carolina, and inquired about his car. I learned that it

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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 - 2010-2011*

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson	H(952)435-1919	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

### *Pride and Joy continued....*

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was in good drivable condition. And, when I inquired about the color, he told me that it was a white car that someone had painted a blue top on. We visited extensively about cars (as most car-guys do) and I also learned that he had a friend who was looking for a 1940 Chevy Coupe, preferably yellow. Well, as luck would have it, I had just painted my old Coupe canary yellow. If anyone was looking for a 'sign' to guide their decision, I felt that this was it.



So I loaded up my canary yellow Chevy Coupe and headed for North Carolina. It was a grueling 1000-mile drive through mountains, blinding thunderstorms, but the coupe was delivered, and I picked up my new project: a very solid 1956 Mark II. Happily, I headed back to Iowa with a smile on my face, knowing that I now had my hands on the car of my dreams. After getting it home to my garage, I called Lowell Domholdt, a legendary Mark II man that I had learned about in Continental Comments Magazine. When I gave Lowell a description of the car he said, it sure sounded like a nice, solid car, well worth restoring. He also informed me that all Mark IIs have an identification tag located inside the driver's side door. He instructed me to go find the numbers from the tag. Within just a few minutes, Lowell called me back to tell me that the car was actually a very rare two-tone car; in fact, it was the only car painted in that color combination: Wimbledon white body with a light blue top. This new information spurred me to send to the Henry Ford Museum for

*(Continued on page 6)*

## Trivia from the Internet



### The Jeep Celebrates 70 years

*The original Jeep vehicle was born of necessity and hand-built in just seven weeks with lots of hard work and genius.*

*Since at least as early as World War I, the U.S. Army had been looking for a fast, light-weight all-terrain reconnaissance vehicle. In early 1940, however, things became urgent as the Axis powers began to score victories in Europe and Northern Africa and the need to rapidly develop this vehicle became more urgent. The Army put out a call to automobile manufacturers asking for a running prototype for such a vehicle in just 49 days.*

*The original government specifications were as follows: Vehicle weight: approximately 1,300*

*(Continued on page 4)*

## Editors Message

May 2011

Well, it appears that spring may have arrived. It is Easter Sunday evening, and what a beautiful day it was in Burnsville, where Marion, Sweet Faithie and I live.

There is some promise of rain next week, but hopefully, the annual Classic Car Club garage tour, this coming Saturday, April 30, will be a nice day. Most years we have lucked out, and the forecast is good. This is a great event and we plan on having coverage in next month's Northstar News.

Gas prices just keep going up. I hope that it doesn't get to \$5 per gallon later this summer. It will surely hold back a lot of folks that would normally go on tours to stay home and let the fine old cars sit in the garage. Something is not quite right. It appears that there is really no shortage of gasoline, but the trading of "futures" back and forth just drives the prices upward for no good reason, other than greed on the behalf of the multi-national oil companies. It is interesting, though, that none of them pay any taxes on their somewhat obscene profits. Many of us are retired, and have taken hits in our investments or have not seen our "golden year" incomes increase for the past few years. In addition, of course, our disposable income is less, so we tend to stay in more to cut down on our expenses. It is a shame, as we look forward to those few years that we can enjoy some of our hobbies and fun things, but some of this

stuff may not be possible until the economy improves.

Our event plans for a picnic in August, out at Prior Lake did not gel as planned.

We are looking for an alternate place to have our picnic. Indoors, or sheltered from the weather is a requirement, along with the availability of power for cookers, crockpots and coffee makers. There has to be somewhere



Sweet Faithie is admiring the *Certificate of Special Congressional Recognition*, recently received by Marion for her knitted hats that she has been making and donating to Burnsville Schools.

here in the Twin Cities that would workout for us, so if you know of a place, please contact Bob Johnson at 651-257-1715 as soon as possible.

We want to thank Harry and Joni Nicholson for their nice article on their Mark II. These are fine cars, and this Blue and White Mark is about as perfect as you can find. We seem to have quite a few in our region, and every one is very special. It is interesting to note, that the 1956 price of \$10,000, works out to be about \$79,400 in today's dollars. I do not think that anyone out there today could make such a fine car for \$79,000, so in spite of the cost; it might have been a better bargain at that time rather than today. A Mark II now might be in the neighborhood of \$120-150,000. Even after 55 years, they still have what it takes to turn heads. Classic beauty – never goes out of style.

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



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pounds (This proved to be very unrealistic and later was raised to 2,160 pounds.); Four-wheel drive; Engine (power): 85 pound-feet of torque; Wheelbase: Not more than 80 inches; Tread not more than 47 inches; Ground Clearance: Minimum ground clearance of 6.25 inches; Payload: 600 pounds; Cooling System: Good enough to allow a sustained low speed without overheating the engine

The Bantam Car Company, which had supplied some earlier reconnaissance vehicles to the Army, and Willys-Overland were the only two companies that responded to the Army's call, although over 130 companies had been invited to respond. The 49-day deadline was problematic, however, and Willys-Overland asked for more time to finish their vehicle. Bantam's only hope to meet this deadline was to bring in outside help.

Bantam's savior turned out to be Karl Probst, a Detroit engineer who had worked for several automotive firms. Enlisted by National Defense Advisory Committee head William S. Knudsen (former president of General Motors), Probst accepted the patriotic challenge without salary and went to

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## *Directors Message by Bob Johnson*

*May 2011*

Mary and I went to warmer weather, leaving for Salado, TX on Thursday, April 14 to attend the 34th annual Lincoln show there. On the way back, we stayed in Emmetsburg, IA and woke up to 5 inches of snow on Tuesday morning, April 19, driving some 70 miles to finally get out of it near Faribault, in Southern Minnesota.

As I am writing this on Wednesday, April 20, we have 2 to 4" of snow here in Shafer. What a spring, if you can call it that. We had a great time in Salado, won the Long Distance Award. Thirty-nine beautiful Lincolns were shown with a 1949 Lincoln sedan winning the Best of Show. The trip covered over 2500 miles, averaging 23.7 MPG. We had a beautiful day on Saturday, April 16, 80 plus degrees for the 23<sup>rd</sup> Annual Salado Lincoln car show. Texas is very dry, grass fires and a lot of wind. We enjoyed meeting old friends and having a lot of fun.

On Sunday, April 10, we ventured to Running Aces Harness Park for a very delicious Sunday Brunch. This new venue offered a very large private room with a view of the Harness race track, but no races on this Sunday. For Mary and me, it was just down the road, just south of Forest Lake. We had 23 members attend. Several members attended that we had not seen for a long time, Ron and Linda Fenelon, Alexandria; Randy Pederson, Apple Valley; Roger Langer, Scandia and Rich and Linda Herman.

We were not able to reserve the pavilion in the park at Prior Lake so now we are looking for something to do in August. Spasso, in Minnetonka, has discontinued doing Sunday buffets so we will also have to find another place in November for our Year End Sunday Brunch. Call or email me if you have any suggestions.

Our first car show for 2011 will be **Saturday, May 28**, 10:00 AM to 3:00 PM, Memorial Day weekend, at Morries Ford Lincoln, 13400 Wayzata Blvd, Minnetonka, 55305. This will be our Third Annual Classic Lincoln Car Show hosted by John Aretz, General Manager, at Morries Ford Lincoln dealership. This is a free Lincoln Car Show. There will be a free lunch, dash plaques and door prizes. We will be displaying our Lincolns facing I394 so there will be plenty of traffic viewing our beautiful Lincolns. Please invite anyone you know that has a Lincoln to come to this car show; they do not have to be a member of LCOC or the Region to attend, if they have fun and like our club we will be able to get them to join LCOC and our region. We are planning for close to 50 Lincolns at this event.

On Sunday, June 12, we will have a Brunch at Cornerstone Pub and Prime, 26753 Forest Blvd, Wyoming, MN 55092. This fine restaurant is about two blocks east of Ken Sampson's Auto Sales.

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work July 17, 1940. In just two days, he had completely laid out plans for the Bantam prototype, the precursor of the Jeep vehicle. On July 22, Bantam's bid was submitted complete with layouts of this new vehicle. The bid claimed that the vehicle met the weight limit of 1,300 pounds although it was actually much heavier.

Bantam's first hand-built prototype was complete and running by September 21, 1940, meeting the 49-day deadline. The Army put this prototype through torturous testing, taking the Bantam Jeep vehicle over 3,400 miles, all but about 250 of which were unpaved. The testers eventually concluded, "This vehicle demonstrated ample power and all requirements of the service."

Ultimately, Willys and Ford both submitted prototypes based on the Bantam plans supplied to them by the Army. The Willys "Quad" and the Ford "Pygmy" prototypes added their own changes and modifications to the basic Bantam design.

For example, the Willys Quad prototype

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## *April Northstar Board Meeting*

### BOARD OF DIRECTORS MEETING

April 7, 2011

Regional Director Bob Johnson called the meeting to order at 6:40 PM at Culver's Restaurant in Maplewood. Board Members present were Bob Johnson, Bob Roth, Dave Gustafson and Harvey Oberg. One region member present was, Faye Oberg. The minutes of the previous meeting and agenda for this meeting were approved.

Regional Director Bob Johnson discussed 2012 Bloomington National Meet Status.

Park Plaza new hotel representative, Carey Gartner, priced adding two meals to meet activities on Wednesday night, August 15<sup>th</sup>, a free early bird welcoming meal and on Thursday night, August 16<sup>th</sup>, a Southwestern style welcoming night meal. Contract was revised to add these functions to existing contract.

Up coming activities, we cancelled trying to have a Sunday Brunch at Paradise landing in Balsam Lake, WI, because they wanted a advance payment for the use of their facility. Our next activity is a Sunday Brunch at Running Aces in Forest Lake on April 10<sup>th</sup> at 11:30 AM. We have a new place, Cornerstone Pub and Prime, 26753 Forest Blvd, Wyoming, MN, for Sunday Brunch, on June 12<sup>th</sup>, 11:30 AM.

Treasurer Harvey Oberg reported the treasury balance to be \$3602.12 with all bills paid.

Membership and Publications Director Dave Gustafson reported that 134 members have renewed and only 18 members have not renewed. Dave still needs "My Pride and Joy" car articles.

There being no further business, the meeting was adjourned at 7:10 PM. The next meeting will be at 7:00 PM on Thursday, April 7<sup>th</sup> at Culver's Restaurant in Maplewood.

Respectfully submitted by Regional Director Bob Johnson.

## Pride and Joy Continued....

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*also exceeded the specified weight limit, due in large part to its superior engine. This ultimately worked to Willys' advantage when the weight limit was increased: the strength in the Willys vehicle — powered by its "Go Devil" — was the only one that met the Army's power specifications. In fact, the Willys' 105 pound-feet of torque not only exceeded the required power, but dwarfed Bantam's 83 and Ford's 85 pound-feet of torque.*

*In light of Bantam's shaky manufacturing and financial position, and the advantages of the Willys vehicle, the Army contract was awarded to Willys. Since the War Department required a large number of vehicles to be manufactured in a relatively short time, Willys-Overland granted the United States Government a non-exclusive license to allow another company to manufacture vehicles using Willys' specifications. Pursuant to this agreement, Willys supplied Ford Motor Co. with a complete set of specifications.*

*During World War II, Willys and Ford filled more than 700,000 or-*

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the build sheet that showed the matching identification numbers and the paint deviation request by the original owner, named Melville Beardsley of Florida.

Now, Lowell's news about my car really got me intrigued. I was more determined than ever to find out the history behind this unique car. More phone calls to Billy (the previous owner) revealed that he had purchased it from the White family estate in North Carolina. The Whites had acquired the car after seeing it in Fort Lauderdale, Florida while vacationing. Apparently, the white and blue combination had caught their eye, as well, because after seeing it they purchased it from the original owner, Melville Beardsley. We spent months searching for a direct link to the Beardsley family, in hopes of gleaning more information about why this Mark II was painted with its special color scheme. Our quest to learn about the unique paint combination has led us down two paths. One story that we learned through conversation with a woman who claimed to be Melville Beardsley's daughter, uncovered the most likely reason for the paint deviation. Melville Beardsley, we learned, was one of the largest paint contractors on the East coast in the 1950's and always wanted something a little more unique than the average guy. Our second story, learned through a fellow Mark II friend, also adds interest to the car. Apparently, the inventor of the hovercraft (according to internet sources) was Melville Beardsley. We continue to search for stories of interest concerning our Mark II and its history.

In the meantime, we have spent many hours lovingly restoring our Mark II to its present-day condition. My wife and I have done many parts of the restoration ourselves. (I often comment that we are restoring a "champagne car on a beer budget.") The car has been repainted, reupholstered and re-chromed over the last five years, as our budget would allow. We had always wanted to attend a national car show to meet other LCOC members and learn more about luxury collector cars. We recently attended the Mid America National Meet in Lincoln, Nebraska where our car earned first place in the primary class. Receiving a first place award was a nice surprise, but the best part of the weekend was spent mingling with fellow LCOC friends who also share a passion for Lincolns (and Continentals). Imagine our surprise when we learned that our car was featured on the March/April issue of the Continental Comments Magazine, photographed in front of the historic Lincoln Station. We feel truly honored.

Though it has taken us several years of hard work, you fellow Mark II and Lincoln owners know, it is worth it in the end. The satisfaction of completing such a challenging restoration and being able to enjoy sitting behind the wheel of such an amazing part of automobile history is the best reward. I still have to "pinch myself" every once in a while, when I think about how lucky I am to own a car that I once envied in my days of youth.

Editor's note: Great car, great story, our thanks to Harry Nicholson for sending this in to us. Now if we could get him to bring it one of our events...

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ders, with Willys Overland supplying more than 330,000 units.

*We do know that overnight, Jeep vehicles were recognized by soldiers and civilians alike as the vehicle that could go anywhere and do anything. But where did the name Jeep come from?*

*Although no one really knows for certain, everyone has his or her favorite theory about how Willys Quad came to be called the Jeep vehicle.*

*Some people say the Jeep name came from the slurring of the acronym G.P. for General Purpose vehicle, the designation the Army gave to the new vehicle.*

*Another explanation, according to Col. A.W. Herrington, is that the name was used in Oklahoma as early as 1934 to designate a truck equipped with special equipment for drilling oil wells.*

*Others claim the vehicle was called a "Jeep," in reference to the character "Eugene the Jeep" in the 1936 Popeye comic strip by E.C. Edgar. Eugene the Jeep was a small, impish looking animal that had the power to travel back and forth between dimensions and could solve all*

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## Brunch at Running Aces

By Bob Johnson

On Sunday, April 10, we ventured to the North side of the Twin Cities to Running Aces Harness Park for a very nice Sunday Brunch. This new venue offered a fine private room with a view of the Harness race track, but as it was too early in the season, there were no races on this Sunday. For Mary and I, it was just down the road, a bit south of Forest Lake. We had 23 members attend. And we had several members attended that we hadn't seen for a long time, Ron and Linda Fenelon, Alexandria; Randy Pederson, Apple Valley; Roger Langer, Scandia and Rich and Linda Herman.



Linda and Rich Herman



Dave Bodziak and Roger Langer

Our new format of having meeting and door prize drawing before eating seems to be working out good. Many members stayed and visited for a very

long time after we were done eating and paying for the meal. Our door prizes, a North Star Region baseball cap was won by Ed Myhre, two North Star blanket throws were won by Nan Roth and David Bodziak.

Members were very happy with the good food at a reasonable price plus the accommodations and good service. We will have to make a return visit here.

If any of you know of a restaurant that serves a good buffet, let me know. We are always looking for new places to try. Give me a call at 651.257.1715, I am always happy to hear from club members.

## Bob Johnson Continued

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With the summer about here, we hope to get that Lincoln out and enjoy a summer cruise, look for other Lincolns and talk to owners, invite them to our events and ask them to join LCOC. The more Lincolns we have in the Club, the more great people we get to meet.

**Dave still needs "MY PRIDE and JOY ARTICLES"**. We want to feature your Lincoln, but first you have to write the article, if you need help, Dave Gustafson will help you in any way possible. What a great cover picture of Harry and Joni Nicholson's Mark II, on March-April Lincoln and Continental Comments and read a little history about this fine car in our Newsletter.

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



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sorts of problems.

Yet another version is that Irving "Red" Haussman, a Willys-Overland test-driver who tested the first pilot model picked up the Jeep name that some soldiers at Camp Holabird had been using. Shortly thereafter, Red gave a demonstration ride to a group of dignitaries in Washington, D.C. Among the group was Katherine Hillyer, a reporter for the Washington Daily News who wrote an article about the vehicle that was published in February 1941 with the photo caption headline, "Jeep Creeps Up Capitol Steps." This was perhaps the first reference to the vehicles' Jeep name by the media.

Whatever the origin of the Jeep name, the Jeep brand of vehicles has become one of the most recognized brands in the world.

The chariot of the liberators was the mighty Jeep vehicle, which played an extraordinary role during its first years in World War II.

From the start, Jeep vehicles captured the attention and admiration of people everywhere. They served their country in the war in Europe and the Pacific, and led an amazing life, helping to defeat

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## *The Mark II, a most noteworthy car*

Initial Lincoln Continental Mark II styling proposals picked up where the old Continental left off. But they failed to impress Henry Ford II, so four outside design teams were called in to compete with Reinhart's group, the same sort of situation that surrounded development of the 1949 Ford.

Special Products now submitted three new proposals: a pair of 1948 updates and an entirely new, but conservative, concept labeled "Modern Formal." From George Walker's staff at Ford Styling came a Kaiser-like design, a mid-1950s interpretation of the 1948, and a third concept recalling the first Continental.

Walter Buell Ford (no relation to the Ford family) offered a pair of more radical designs, Vince Gardner stayed pretty close to original Continental themes, and the team of Reese Miller and A. B. "Buzz" Grisinger showed several, more contemporary ideas.

Each consultant prepared five views, all rendered in Bill Ford's favorite color, Honolulu Blue. None were signed. Interestingly, the company's Executive Committee was unmoved by any of the throwback or 1950s approaches, but it immediately went for Reinhart's "Modern Formal." The Lincoln Continental Mark II had been born.

This design "religion" was quickly translated into a 3/8-scale clay model, followed by a full-size clay approved in June 1953. Introduction was tentatively scheduled for 1956.

Meantime, Buehrig ordered six running "mules" for testing the new car's frame, suspension, and running gear. They were cobbled up with channeled 1953 Lincoln bodies by the Hess & Eisenhardt coachworks of Cincinnati, five hardtops and a convertible. Despite the initial cost-no-object decree, budget considerations precluded drivetrain components unique to the Lincoln Continental Mark II. Continental historian Bob Davis notes that an all-new V-12 was briefly considered to maintain a link with the 1940s original, but production economics dictated the use of Lincoln hardware. And that was fine, because Lincoln was being completely made over for 1956. Included was a new 368-cubic-inch V-8 developing 285 horsepower at 4,600 rpm, Lincoln's most powerful engine ever. It was the logical choice for the new Continental, along with Lincoln's new Turbo-Drive automatic, introduced for 1955. From an appearance standpoint, the Lincoln Continental Mark II engine differed from its Lincoln twin only in paint color, oil pan, and cast -aluminum instead of steel valve covers. Production was another matter.

Mark II drivetrain components were machined to higher tolerances than the Lincoln's. Every engine was dynamometer tested, then partially disassembled for inspection, and transmissions were checked in another vehicle before being approved for installation. Rear axle and differential were basically stock 1956 Lincoln.

Though the Mark II rode the same 126-inch wheelbase as the 1956 Lincoln, its

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*the Axis powers and bring peace to the world.*

*War correspondent Ernie Pyle characterized the Jeep vehicle in this way. "It's as faithful as a dog, as strong as a mule and agile as a goat."*

*Every division of the U.S. Military used Jeep vehicles and large numbers were shipped to the Allied Forces of Canada, Britain, Australia and New Zealand.*

*Jeep vehicles became a vital part of all action on land. They were used to lay telephone communications, to transport the wounded, and as taxis to carry battle commanders, generals, prime ministers and presidents.*

*They were crated and freighted, broken down and built up, modified, converted and moved about by sea, rail, road and air. Transport crews could load a complete Jeep vehicle into a C-47 cargo plane, as they needed to be easily and rapidly deployed on the front lines where they were needed most.*

*As early as 1942, long before the war in Europe or the Pacific ended, Willys-Overland recognized that the popular Jeep vehicles could serve the civilian market as well. The*

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## *Mark II details continued...*

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chassis was entirely different. Since the Continental's overall height could not exceed 58 inches (versus the Lincoln's 61.2), Copp and Johnson developed a unique "cowbelly" frame. This referred to side rails that dipped low between the axles, so that the floorpan sat nearer the bottom of the frame than the top. The result was a recessed passenger compartment floor like that of the Step-down Hudsons, which permitted comfortably upright seating without a high roofline. A similar approach was taken with the 1957 Ford, but it wasn't until 1965 that the company took full advantage of the Mark II's superior "perimeter" design.

The 1956 Lincoln Continental Mark II was unique in its innovative design. Structurally, the Lincoln Continental Mark II chassis combined ladder-type and Y-shape cross-bracing, which made it 30 percent stronger and much more rigid than Lincoln's 1952-1955 X-member frame. Because the "cowbelly" design meant a relatively higher transmission hump, a special three-joint driveshaft was developed to minimize intrusion. The low-profile chassis also dictated some suspension differences compared to the 1956 Lincoln, but geometry was the same: coil springs and control arms in front, longitudinal leaf springs at the rear. Exclusive to the Mark II were special temperature-sensitive shock absorbers, for a smoother ride. Each finished chassis was dynamometer tested and tuned before its body was added. Wheel alignment was held to super-fine tolerances, and wheels, tires, and the power-assisted drum brakes were all carefully balanced.

Attention to detail quality was evident in every phase of Lincoln Continental Mark II assembly. Consider the care involved with just the painting. First, the supporting structure and all body panels were fitted on a simulated chassis, then removed. After the body was surface-sealed, a primer coat was applied, water-sanded by hand, then baked. Next came a surfacer coat with another hand sanding and baking, followed by two lacquer color coats that were oil-sanded by hand, then baked. Finally, two more lacquer coats were applied and baked, followed by a thorough hand-buffing and polishing. Similar care was lavished in places where most customers would never think to look. Chrome plating exceeded SAE specification by a factor of three. Nuts and bolts were near-aircraft quality, and some were chromed. Door end panels and door jambs were plated in hard chrome and screwed into place, and chrome was used even on stainless-steel trim. The Mark II was chromed where it counted, not necessarily where it showed.

This obsession with perfection partly explains why the Mark II was offered in just a single body style, a hardtop coupe, and with only one driveline. Buyers had a wide choice of exterior colors, but there were no pinks, aquamarines, or other shocking 1950s favorites. There were no two-tones, either, and they would have been out of place anyway. From any angle, the Mark II was exceptionally elegant for this flamboyant era: clean, dignified without being stuffy and, most important, thoroughly evocative of its 1940-1941 ancestor. Though its long-hood/short-deck proportions weren't as pronounced, it did have the same sort of close-coupled appearance. And it maintained tradition with a trunk-lid styled to resem-

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## *Mark II continued*

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*phrase "the Jeep in Civ-  
vies" often appeared in  
Willys-Overland maga-  
zine and newspaper ads  
published on the home  
front during and just  
after World War II.*

*Other ads touted the he-  
roic exploits of the Jeep  
vehicles in the war, de-  
claring, "The power and  
the stamina of the ver-  
satile "Jeep" will serve  
many needs in the years  
of reconstruction  
ahead."*

*Willys began to promote  
the versatility of the  
Jeep vehicle, as a deliv-  
ery, work and recrea-  
tional vehicle with  
quotes like "When I get  
back I'll get a Jeep. It'll  
make a swell delivery  
car," "A Jeep can beat a  
team of horses all hol-  
low." and "Gee wouldn't  
it be swell to have a Jeep  
at the lake after the  
war? Are you Jeep plan-  
ning too?"*

*The first civilian Jeep  
vehicle, the CJ-2A, was  
produced in 1945. Ad-  
vertisements proclaimed  
it to be "A Powerhouse  
on Wheels," again selling  
it as a work vehicle for  
farmers and construc-  
tion workers. It came  
with a tailgate, side-  
mounted spare, larger  
headlamps, an external  
fuel cap and many more  
items that its military  
predecessors did not in-*

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ble the familiar "continental" spare tire.

The Lincoln Continental Mark II was known for its sober but elegant design, and matching the understated exterior of the Lincoln Continental Mark II was an equally low-key interior. Designers resisted the metallic threads and bright colors that were then all the rage, opting for good old-fashioned broadcloth, a "cross-checked" nylon, and a new fabric called "Matelasse" with an embroidered thread pattern, all in conservative hues. Leather upholstery was available, and came from Bridge of Weir in Scotland. A few U.S. leathers looked just as good, but they were spray-dyed, not vat-dyed, and thus not good enough for Ford's finest.

The instrument panel was similarly restrained and rather modest dimensionally. An upright pod ahead of the steering wheel presented four round dials with brushed-finish faces housing complete instrumentation, including tachometer and chrono-  
meter. Lights, wiper, ignition, and radio were arrayed below on a sub-panel stretching either side of the wheel. Five vertical-sliding levers with large chrome handles looked after heating, ventilation, and air conditioning, mounted low in the center just above the transmission tunnel.

With all this, the Lincoln Continental Mark II was the closest America had come to a hand-crafted custom since the last coach-built Classics of the 1940s, though it was technically a series-production model. Its assembly plant was shared with no other car in the Ford stable, and included a half-mile road course and various test stations. After undergoing an exhaustive round of tests and inspections, each car was prepared for shipment like a priceless painting, protected by a full-size fleeced-lined cloth cover, then wrapped in a big plastic bag. The cars arrived customer-ready. All the dealer had to do was remove the distinctive radial-vane wheel covers from the trunk, put them on the wheels, bolt on the license plates, and hand over the keys.

Befitting its lofty position, the Lincoln Continental Mark II was given one of the 1950s biggest publicity pump-ups, at least before the Edsel. First word that a new Continental was in the works came from William Clay Ford at the first national meet of the Lincoln Continental Owners Club, held at Dearborn's historic Greenfield Village in October 1954. Details leaked out over the next year, and suspense mounted until the car's formal unveiling at the Paris Auto Show on October 6, 1955.

The 1956 Lincoln Continental Mark II debuted amongst much fanfare. For starters, Ford staged a series of private showings of the Lincoln Continental Mark II in major U.S. cities, all strictly invitation-only. Bill Ford was usually on hand to greet the guests, most of whom were industrialists, politicians, and celebrities. Typically, a Mark II was the centerpiece, revolving slowly on a spotlighted turntable while pianist George Feyer played "The Continental" and other 1930s tunes.

A special introductory commercial aired on the *The Ed Sullivan Show*, then sponsored by Lincoln-Mercury, and Continental Division managed to strong-arm Ed

*(Continued on page 11)*



## *Mark II continued..*

clude.

*In 1946, Willys-Overland introduced the auto industry's first all-steel station wagon and sedan delivery vehicles. These two-wheel-drive vehicles featured seven-passenger capacity and reached a top speed of 65 mph. When four-wheel drive and a Willys six-cylinder engine were added in 1949, the Jeep All-Steel Station Wagon truly became the forerunner of the modern-day Jeep Cherokee.*

*The new 'Jeep' station wagon had pressed steel framing and three-tone paintwork, which simulated the wood look. It used Jeep running gear and MB-style front sheet metal and was designed to compete against the "real" wood wagons still being manufactured by Detroit's Big Three. The new vehicle chassis was also available in a sedan delivery truck. Four-wheel drive would become available in these models in 1949 along with the 148 cubic-inch 'Lightning' six-cylinder engine.*

*Willys-Overland was sold to the Henry J. Kaiser interests for \$60 million in 1953. This would be the beginning of Kaiser's influence on the future of 4WD sport utility as the company*

*(Continued from page 10)*

into letting Feyer play "The Continental" on his show. The pianist got all of two minutes. Evidently, "The Host of the Toast" wasn't impressed by Feyer or the Mark II. He reportedly drove a 1956 Lincoln Premiere. So did Walt Disney.

Nevertheless, there was no shortage of famous names on the Lincoln Continental Mark II owner list. Included were future New York governor Nelson Rockefeller, Milton Eisenhower (brother of the U.S. president), Barry Goldwater, and the Shah of Iran. From Hollywood: singers Frank Sinatra and Louis Prima, actors Walter Brennan and Stuart Granger, and movie moguls Cecil B. DeMille, Darryl F. Zanuck, Mike Todd, and Jack Warner. Tobacco baron R. J. Reynolds and Nevada hotelier Bill Harrah were also included, as was shipbuilding tycoon and erstwhile automaker Henry J. Kaiser.

You really had to be rich and famous to own a Mark II, because its suggested \$10,000 retail price was simply simply stratospheric for the mid-1950s. Actually, most went out the door for about \$8,500, and a short-lived rumor that Ford would sell only to blue-bloods was just a public relations ploy.

Whatever your station, you got a fully equipped car, which was only right. The only major extra was air conditioning, and about 75 percent of all Mark IIs were so equipped. Minor accessories for 1957 were limited to automatic headlamp dimmer and Ford's "Lifeguard" seatbelts, dished steering wheel, and padded dash and sunvisors.

The Mark II may have cost twice as much as a Lincoln Premiere hardtop, but it was not exactly twice the car. It was more carefully crafted, to be sure, and it handled a little better -- but then the 1956 Lincoln was an exceptional handler for its size, and Mark II brakes were characteristically weak. This would play a role in the eventually disappointing overall sales of the 1956 Lincoln Continental Mark II. Keep reading to learn more about these sub-par sales.

The 1956 Lincoln Continental Mark II had debuted to popular acclaim and earned some glowing reviews from the critics as well. *Motor Trend* magazine's Walt Woron had these observations about the Lincoln Continental Mark II: "It's with considerable pleasure that you get the feeling of being part of the car, even though the hood is long (which could give you a detached feeling). "You're close to the windshield. Vision forward . . . is exceptionally good because of the combination of the wraparound windshield and extremely narrow (1 1/2-inch) post. You can see the ground just a few feet in front of the bumper, even with the seat in its full down position and despite the expanse of metal up front. "Once you're out on the street, you're amazed at the quietness with which your Continental rolls along. Even when you really tromp down on the throttle and surge forward, you don't hear a mechanical clattering. You note with satisfaction that acceleration is plenty good from a stoplight or on the highway (around 11 or 12 seconds from 0 to 60, for instance). As you take your first few corners you feel confident that, if need be, you could drive this car hard." Veteran tester Floyd Clymer drove a Continental 817 miles for *Popular Mechanics*. And he did drive it hard: up to 118 mph on a dry lake and un-

*(Continued on page 12)*

## *Mark II continued..*

*(Continued from page 11)*

*began an extensive research and development program that would seek to broaden Jeep products in this area. Models were introduced that had increased wheelbases, longer lengths and wider bodies. Constant improvements in power plants, axles, transmissions and seating comfort were added to broaden the appeal of the vehicle. The 50s also saw the introduction of the "Hurricane" engine which was then the most economical and powerful engine in its class.*

*During this time, Kaiser truly made the Jeep CJ vehicle an international symbol. In the 16 years of Kaiser ownership, manufacturing facilities were established in some 30 foreign countries, and Jeep vehicles were marketed in more than 150 countries around the world.*

*Who would have thought that in 1941, this very strange vehicle would grow and mature into what it is today. A true American success story, one we can be very proud of.*

*From the internet.*

*(Continued from page 11)*

der every kind of road and weather condition. He reported that the car's "handling qualities are a combination of those found in sports, foreign, and conventional U. S. cars. It has the road 'feel' of the semi-sports car and handles not entirely unlike the Thunderbird, although it has softer front springing, which the average U.S. buyer wants in a stock car."

The Mark II got off to a dynamite sales start, and most of the "beautiful people" bought early. Some 1,300 orders were taken during the last three months of 1955, and 1,261 cars were produced before the end of the calendar year. But sales began to fizzle in January 1956 and continued downward, with 1,307 units built for the 12 months. Production continued into 1957 and another 672 examples before the model was discontinued in May. (These figures are based on serial number spans. Some sources list model year production at only 1,325 for 1956 and just 444 of the 1957s.) Despite a new 1957 model year, Ford did not observe a formal model changeover with the Lincoln Continental Mark II, and serial numbers on all examples begin with the code C56. Nevertheless, a few running changes were instituted when Lincoln entered the 1957 season. Compression was boosted from 9.0 to 10.0:1, and rated output rose to an even 300 horsepower. There were several transmission improvements, including availability of an add-on oil cooler and "Directed Power" differential, a more efficient Carter carburetor replaced the previous Holley, and four new acrylic lacquer colors were added.

In the end, though, the Mark II couldn't last. Despite its high price, FoMoCo lost about \$1,000 on every one it sold, but that wasn't the only factor in its demise. For one thing, dealer support was weak. Of Lincoln-Mercury's 1,300 outlets at the time, only 652 signed up for the Mark II program, partly because promotional materials were expensive and partly because of the factory's requirement that dealers stock Lincoln Continental Mark IIs at 10 percent of their inventory, another costly proposition. Worse, many cars were discounted when sales started falling, which only hurt its image and antagonized those who'd paid the full \$10,000. Then too, some owners ran into service problems, yet most dealers weren't equipped to handle them. For the money they paid, Mark II owners rightfully expected a little extra attention; by and large, they didn't get it.

But perhaps the main problem was that, somewhere along the way, Ford lost sight of its objectives. Many Mark II sales undoubtedly went to the longer-lower-wider 1956-1957 Lincolns, which were more in tune with the times and far less expensive. In fact, Lincoln's 1956 model year production set a record that would stand until 1966, a smashing 50,322 units.

And even before the Lincoln Continental Mark II appeared, Ford had already dug its grave. Unit construction seemed like the wave of the future in 1955, and the firm broke ground that year for a new assembly plant at Wixom, Michigan, designed for the unit-construction Lincolns and Thunderbirds being planned for 1958.

These moves effectively precluded continuation of the existing body-and-frame cars, so the Mark II really had no place in the corporate scheme after 1957, and thus no future.

## *You May Be Interested in these Items for Sale*

For Sale;

I am offering up for Sale the **2002 Blackwood LT.** to the local LCOC members first before I go national. I believe most of the members know about the truck as one of the best. Always garaged and it has all the bells and whistles you could have in any vehicle. Too many to mention, including heated and air conditioned seats. I'm not sure of the mileage but it is in the 40,000 area. We drive it sparingly, just enough to keep it fresh. I will also be putting both the 56 MK II and 70 MK III for sale in the near future. Watch for them when the weather warms up a bit. Of course you all know that Tim Purvis was the builder, and he was the best. Please contact Gaye Purvis at 651-459-6176 or Cell 651-233-9976 or email [Dickido@AOL.com](mailto:Dickido@AOL.com)

For Sale:

**1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. Very fairly priced at \$18,000. Call Ted Anderson, 763.561.8143.

For Sale:

**1981 Mark VI Signature Series.** White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

For Sale:

**1956 Lincoln** Pink Pearl **Premiere** 2 dr HT. \$27000. **1956** White Pearl Lincoln **Continental Mark II**, \$25000. **1956 Lincoln Convertible** with parts car, \$20000. Jack Simler, 320-834-4784.

For Sale:

**1978 Town Car**, light jade metallic, dark jade half vinyl padded roof, dark jade velour interior. 21K original miles, 400 V8, PS, PB, A/C, tilt wheel, power antenna, original Michelin tires, R134 A/C. This was Grandma's car. No winters, no rust... \$7,500. Ralph Groth 608.781.3648

For Sale:

**1988 Town Car**, with 45,000 miles. Has new tires and battery, and looks like new. Gray with gray soft half-top, rectangular opera windows and side lights. Fairly price to sell at \$5,000. Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

For Sale:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 Best offer will own me.

For Sale:

**1980 Mark VI Givenchy Coupe**, New FoMoCo 302 V8 has 40000 miles; car needs a little TLC, \$2500/offer. 320-429-0139



## *For Sale*

For Sale:

**1961 through 1967 Lincoln Continentals**, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call. Gordy Jensen 612.819.2107

For Sale:

**1991 Lincoln Town Car** Executive Series - 17,900 one owner miles, always garaged and well cared for all it's life. Garnet Red with light gray leather interior. Asking \$7,900. Contact Steve Schneider, Oakbrook, IL area, 630.479.1778

For Sale

**1957 Lincoln Premiere** Two door hardtop. Frame off restoration, with everything either rebuilt or replaced by a long time Ford mechanic. It has been done right and the car is probably in better condition than when it left the factory in 1957. Body work and paint done by a well known area shop. It is absolutely beautiful, and would easily score close to 100 points at any LCOC meet. Over \$41,000 restoration costs. This Premiere has all of the accessories, with the exception of air conditioning. If you want one of the finest 1957 Premieres, please call John Boegeman at 952.445.3004. Remember, you cannot buy and restore one to this condition for less than my asking price.

For Sale:

**1972 Mark IV** \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Cragger spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever. If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need. Just Arrived! New windshields that fit 1961 through 1969 Continentals. Available Now. Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Contact Connie 952-835-4148

# Preview of Coming Events

- May           **3rd Annual Lincoln Car Show**, Morries, Minnetonka on Memorial weekend, **Saturday, May 28th**, 10:00 AM to 3:00 PM. Please take some time to look over the new Fords and Lincolns on display. These are terrific cars and if you need a new one, Morries will make the acquisition process easy and painless. Ford products are selling, find out why.
- June           **Eastern National Meet, Laconia, New Hampshire, June 2 – 5**  
**Sunday Brunch**, Sunday, June 12<sup>th</sup>, 11:30 AM, Cornerstone Pub & Prime, 26753 Forest Blvd, Wyoming, MN 55092
- July           **Mid America National Meet, Pontiac, Michigan. July 27 – 31**  
9<sup>th</sup> Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of **Kolacky Days, 13<sup>th</sup> Annual Classic Car Show**, 9 AM to 3 PM, \$8 entry fee. Lincoln will be featured model with separate parking. We have our car show 10 AM to 2 PM, at 3 PM will be Kolacky Days awards. with Car Cruise following awards.
- August       **Event back in planning stage.** Don't despair, we will have something that will be fun.
- September   **5<sup>th</sup> Annual North Star Region, Lincoln Car Show**, Luther North Country, Ford, Lincoln Mercury, Coon Rapids, Saturday, September 10<sup>th</sup>, 10:00 AM to 3:00 PM  
**Western National Meet**, Redmond, Oregon, September 15 - 17
- October       **Annual Region Pot Luck Picnic and Auction.**
- November     **End of year brunch.** Place and Date open.

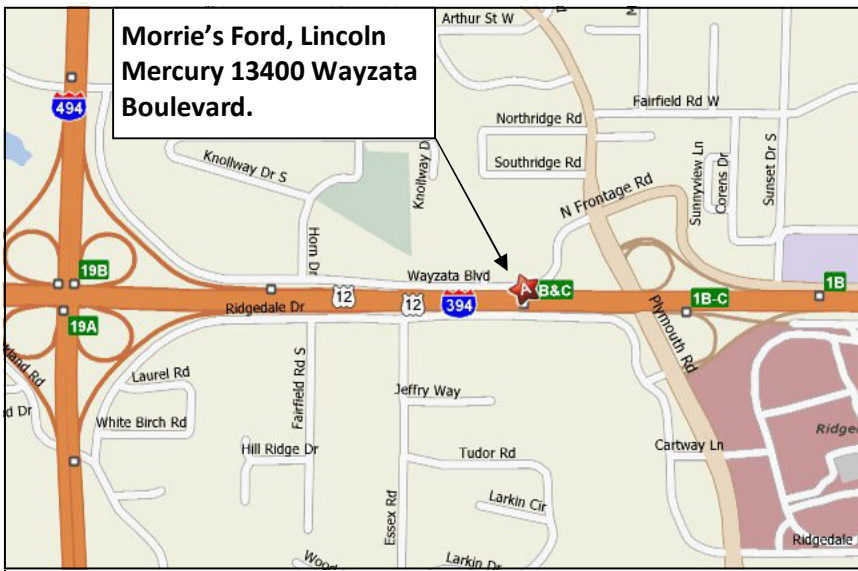
Please note: *The Northstar Lincoln and Continental Owners Club* board meetings are open to our members. We do invite you to attend and value your input in the club governing process. The directors would like your comments and suggestions on how we may improve the club and how we can make it a better experience for all of our members. We do recognize there may be an event that could be fun for us to participate in, or a tour to some little known byway or a new dining place that may just make a great experience for all to share in. Call write or email your directors today.

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

[www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications.

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

## North Star Events for May



**Morrie's Ford, Lincoln  
Mercury 13400 Wayzata  
Boulevard.**

**Morrie's Minnetonka  
Ford Mercury Lincoln  
Spring 2011 All Lincoln Show  
Saturday, May 28, 2011  
10:00AM to 3:00PM**

Join us for our Northstar Spring car show. Bring your favorite Lincoln, old or new and plan to spend a nice spring day visiting with many of your old friends and making some new ones too.

**Again, All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. Weather permitting, Faithie will be visiting and will pose for pictures, shake hands and will also give free kisses to the first fifty people she meets.**

**See you at Morrie's Minnetonka Ford Lincoln Mercury on May 28, 13400 Wayzata Boulevard. Just before Hwy 494. Invite anyone you know who owns a Lincoln to join us at this show.**

**Sunday, June 12, 2011 - Northstar Brunch 11:30AM**

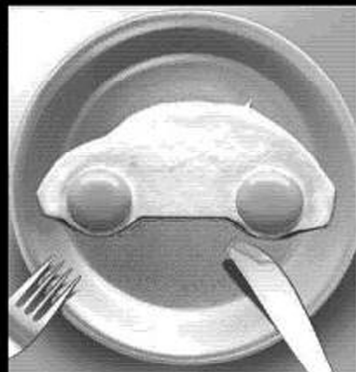
**The Cornerstone Pub & Prime  
26753 Forest Blvd. Wyoming, Minnesota 55092**

The Cornerstone Pub & Prime was established in 1989. Located in the heart of Wyoming, Minnesota at the corner of Highway 61 & Viking Blvd. American cuisine is served along with prime rib, steaks, chops, ribs and burgers. The dining area is a bit more elegant. The wooden paneled walls are stained in a rich cherry hue.

The Cornerstone Pub has passed the Bob Johnson taste test for quality cuisine. He reports that the food is really great, the service is good and the prices are reasonable.

If the weather is on the nice side, come a little early and kick some tires in the parking lot. See you there on June 12.





# 2011 CAR BUFFS'



## BREAKFAST SCHEDULE

ALL AREA CAR ENTHUSIASTS ARE WELCOME TO JOIN US for the 9 a.m. breakfast on the first Saturday of each month, May - November. Door prizes and announcements follow the breakfasts. Often, there are after breakfast tours or activities. **PLEASE JOIN US!** For more information call Forrest Honebrink, (320) 235-4663 or view [www.willmarcarclub.com](http://www.willmarcarclub.com).

The May, 2011 breakfast marks the 30th anniversary of the first Car Buffs' Breakfast. Two Willmar High School teachers, the late Ray Hillstrom and Francis Kalvoda started this activity. 10,000 breakfasts later it is still being enjoyed by Central Minnesota car enthusiasts. Participate, enjoy and let the tradition continue!!

**MAY 7, Lake Lillian, The Food Garage, 630 Lakeview South**

**JUNE 4, Cosmos, American Legion, 12 Venus North**

**JULY 9, (2nd Sat.) Danube, Community Center, 405 Main Street**

9 a.m. Dad's Belgian Waffles. CAR SHOW 11:00 a.m.-4:00 p.m., Parade 2:00 p.m.  
Danube Historical Society Museum will be open for your enjoyment.

**AUGUST 6, Willmar, Kandi Entertainment Center, 500 19th Avenue SE**

**SEPTEMBER 3, Spicer, American Legion Post 545, 155 Lake Ave.**

**OCTOBER 1, Montevideo, Country Kitchen, 610 Hwy. 212 West**

**NOVEMBER 5, Paynesville, Hilltop Restaurant, 28518 St. Hwy. 55 East**



2011: 100 Years  
of Chevrolet!!

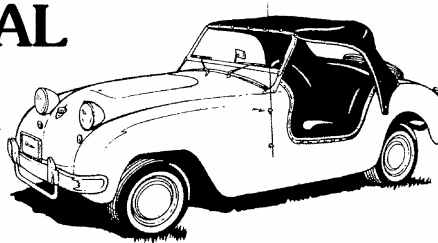
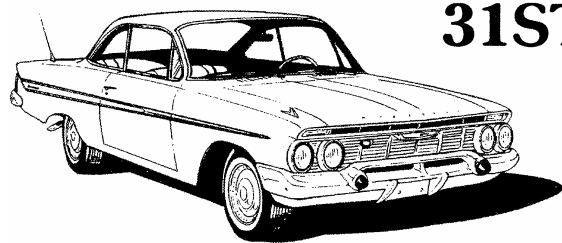
# ALL AREA CAR ENTHUSIASTS ARE WELCOME!



SPONSORED BY THE WILLMAR CAR CLUB

# CAR SHOW & SWAP MEET

## 31ST ANNUAL



RAIN OR SHINE

www.willmarcarclub.com

**WILLMAR, MINNESOTA**  
**KENNEDY ELEMENTARY SCHOOL**  
824 7th STREET SW



# SUNDAY, MAY 15, 2011

## OVER 120 TROPHIES & AWARDS!!

### SCHEDULE OF EVENTS

#### - CAR CRUISE -

**SATURDAY, MAY 14**

4:30 p.m. Meet at the Country Stop/A&W in New London

(See Note in Box Below Classes)\*

6:30 p.m. Cruise leaves the A&W

#### - CAR SHOW -

**SUNDAY, MAY 15**

7 a.m. Gates Open

7 a.m.-3 p.m. Swap Meet

8 a.m.-3 p.m. Car Show

11:30 a.m.-2:30 p.m. Drawings

11:30 a.m.-3 p.m. Shuttle Bus

3:00 p.m. Awards Ceremony

The Kandiyohi County Rescue Squad has the franchise for the Concessions at the Willmar Car Show.

\*Come to New London to The Country Stop/A&W, and enjoy the vehicles displayed on the grounds before leaving for the cruise. Eat or snack on your own. Cruise leaves at 6:30 p.m.



### CLASSES

#### ■ STOCK (Restored or Original) (No Custom Wheels)

1. 1931 and Older
2. 1932-1948
3. 1949-1959
4. 1960-1966
5. 1967-1969
6. 1970-1979
7. 1980-1997



8. Convertibles 1939-1959

9. Convertibles 1960-1969

10. Convertibles 1970-1997

11. 4 Door Sedans and Station Wagons

- through 1957 NOW 2 Classes

12. 4 Door Sedans and Station Wagons

- 1958-1997 NOW 2 Classes

13. Corvettes

14. Imports

15. 1960-1973 Factory Muscle Cars

#### ■ MODIFIED

16. 1934 and Older

17. 1935-1938

18. 1939-1948

19. 1949-1959

20. 1960-1966

21. 1967-1969

22. 1970-1973

23. 1974-1981

24. 1982-2002

25. Open Rod Class through 1959

26. 1955-1957 Chevys

27. Special Interest (Includes Kit Cars)

**Please!  
No  
"For  
Sale"  
signs on  
show  
vehicles.**

#### ■ TRUCKS AND VANS

28. Stock - 1997 (Restored or Original)
29. Through 1966 4x2 Modified
30. 1967-2002 4x2 Modified
31. 4x4 Modified - 2002

#### ■ MOTORCYCLES

32. American
33. Import
34. Custom Motorcycle
35. Motor Scooters

#### ■ SPECIAL CLASSES

36. Pedal Cars
37. Bicycles (Stock)
38. Bicycles (Custom)
39. Bicycles (Motorized)

#### ■ OTHER AWARDS

Peoples' Choice (Spectator Vote)

1. Stock

2. Custom

Best of Show (Participant Vote)

1. Stock

2. Custom

Club Participation: (St. Cloud Antique

Auto Club (Pantowners) in 2010)

Oldest Vehicle:

(1926 Ford Model T in 2010)

"Chairman's Choice"

**Willmar Car Club members  
vehicles will be in a special  
display and not entered for  
trophies and awards.**

### INFORMATION

Cliff Gesellchen: (320) 354-2457

Email: gesellchen@netscape.net

Mike Hartman: (320) 235-0706

Email: hartmann@charter.net

Please call after 7 P.M. or write to:

**WILLMAR CAR CLUB**

P.O. BOX 428

**WILLMAR, MN 56201**

www.willmarcarclub.com

• • • • •

### ADMISSION

\$10 per Show Car (Driver and 1 Passenger)

Registrations close at 12:00 Noon

\$15 per Swap Space (12x20)

Registrations close at 11:00 a.m.

\$20 per space in Used Car Corral

Registrations close at 11:00 a.m.

Single vehicle trailers only allowed.

\$4 per Pedal Car or Bicycle

\$5 General Admission

Kids under 12, FREE with paid admission

\$3 Seniors over 62

### ◀ MALL DISPLAY ▶

Friday, Saturday, Sunday

### ◀ CAR MUSEUM TOUR ▶

Sunday 11 a.m.-4 p.m.

Several vehicles are displayed in the Kandi Mall Shopping Center. On Sunday (11:30-3:00) Willmar Bus Service provides a **FREE shuttle bus** to and from the Mall, the Museum and the main gate at the Car Show. Schwanke's Museum & Gift Shop (3310 Hwy. 71 South, open May-October) has over 350 cars, trucks, tractors, engines and much more. Admission \$5.

Museum Info: (320) 235-4341

### HOTEL ACCOMMODATIONS



Free High Speed

Internet Access,

plus

Indoor Pool

Area, Well Lit

Parking

Home of the famous **Green Mill**

For Reservations Call: **320-235-6060**



### Comfort Inn

Pool, Whirlpool,

Deluxe Breakfast Bar,

Free High Speed

Internet Access

For Reservations Call: **320-231-2601**



Free

Continental

Breakfast,

Micro/Fridges

Available,

Free High Speed Internet Access

For Reservations Call: **320-231-1275**

### EARLY REGISTRATION BONUS

Persons who preregister for the car show by May 3 could win a **FREE NIGHT** stay at a Willmar hotel listed above. Drawing will be held on May 6. Send \$10.00 registration to the address on the form.

**The Willmar Car Club  
reserves the right to  
reject participation to  
any vehicle or person.**

### FEATURES

One of the largest shows in the state with 39 classes and a tradition of variety. Dash plaques, goodie bags, door prizes, concession stand, playground area, **free** shuttle bus to mall and car museum, cars roped off, disc jockey playing 50's music during show.

# CAR SHOW & SWAP MEET

(PLEASE PRINT)

PREREGISTRATION

SUNDAY, MAY 15, 2011

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

### SHOW CAR

CAR YEAR \_\_\_\_\_ CAR MAKE \_\_\_\_\_ CAR MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_

CAR CLUB AFFILIATION(S) \_\_\_\_\_



P.O. Box 428  
Willmar, MN 56201

### SWAPPER \_\_\_\_\_ SWAP SPACES NEEDED (MN SALES TAX NUMBER REQUIRED) \_\_\_\_\_ CAR CORRAL SPACE(S) \_\_\_\_\_

I hereby release the Willmar Car Club and the Willmar School District #347, and any member, of any responsibility for any accidents and damages on the day of the car show or on the way to the Kennedy Elementary School in Willmar, MN.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

• Please post, copy or scan and send to others. •