

Lincoln Drivers

Tales of Lincoln owners who are driven to drive their Lincolns.



Mark Kuyrkendall and a friend with his 1966 Lincoln Continental Convertible at home in Grand Rapids, Michigan

Driven? You bet!

by Mark Kuyrkendall
Grand Rapids, Michigan

After spending the short Michigan summer of 1998 enjoying my newly acquired 1966 Lincoln Continental convertible, I had found the weaknesses inherent in a 34 year old car that is to be used as a regular summer pleasure driver. I had purchased the car knowing full well that its beautiful light blue paint and Navy blue leather and top covered an age stressed but very willing car of my dreams. Nothing was really so bad that I couldn't live with it. However, if certain things were fully operational or at least less worrisome, the ownership of the car would be greatly enhanced.

The previous owner had looked after the cosmetics of the relatively low (88,000) mile car fairly well, but over a 15 year period, the car had been rarely driven. A car that, by nature, has as many individual electrical and hydraulic systems as this car has, needs to be exercised to keep those systems functioning. Not to mention the natural deterioration to a 34 year old car, no matter what its service history.

It was with this in mind that I began a list of upgrades, repairs and servicing that I would like to have performed by Baker's Auto in Putnam, Connecticut. Why them?

They have been in business for the last 23 years on the strength of their ability to keep this exact series of cars on the road. They repair other Lincolns, but their bread and butter are these 1961-1969 Lincoln Continentals. People send cars from all over the world for them to work their magic on. I felt that if I were to send the car to Connecticut for a prolonged stay in the hands of the experts, the cost of shipping would be more than offset by the expertise available. After I was sure that I had covered the list of needs, added some options, and threw in a couple vanity items for eye candy, I set about communicating and negotiating a budget with Steve

Ouellette, Lincoln guru and head man at Baker Auto.

With Steve's assurance that there was nothing on the repair list that he and his mechanics couldn't accomplish, he recommended a list of possible auto haulers that he was familiar with that worked that end of the U.S. He also warned me that auto shipping on call is not an exacting science and not to be surprised if it took a lot longer than I thought it would. Good advice. The Lincoln was delivered to Baker's the week after Memorial Day.

In my letter to Steve that went with the car (The first paragraph started "Attached please find my 1966 Lincoln..." Clever, huh?), I listed what I wanted accomplished and asked that it be done by the end of June, 1999 so that I could make the arrangements to have it back home by the 4th of July. He said, "No problem." I took him at his word.

I decided that the best way to test the viability of a car meant to be daily driven was to drive it. Unproven. About a thousand miles. Fresh from an extensive mechanical restoration. I've had dumber ideas, but not recently. Faith in Baker's Auto capabilities bolstered this lunacy. My good friend Ken Frost had agreed to ride shotgun for the road trip back to Michigan.

We were met by Steve at the airport in Providence, Rhode Island where, after greetings and hand shakes all around, he explained that they were just finishing up some minor stuff and that it should be ready that afternoon. After a short drive to Putnam, there it was: a nondescript beige block building that looked like most other clean, small repair shops. The difference was that it was surrounded, not by the



usual auto hash, but by a couple dozen Lincolns. A simple, small sign above the door said "Baker's Auto".

And there sat my beloved Lincoln. While the mechanics did some minor adjustments to the car, Steve took us on a tour of the premises. There were about a dozen cars parked about with license plates from as far away as Minnesota and Florida. Steve proved to be an entertaining tour guide with a story or anecdote about each of the spectacular cars parked in and around a huge pole barn that is the storage area for the vast collection of used parts. Virtually a vertical Junk yard. The sheer content of the building was staggering. And it had The Smell: That wonderfully singular scent of Things Automotive that have been cooped up for years in a tin building. Grease, sweat, stale gas, earth and creosote make a heady fragrance when steeped in what amounts to a 60 foot by 120 foot solar powered convection oven. I wanted to pitch a tent and live there.

The tour concluded at the open driver's door of my car. It was ready for its long anticipated test drive and so was I. Steve suggested that I drive it that night, bring it back the next morning for final adjustments and to settle the bill. Since I would be the one doing the Lincoln's post repair test driving, I'd be better equipped to decide what it needed, if anything, prior to leaving the next day.

Ken and I slid into the front seat, put on cheap sunglasses and got down to the job of evaluating the results of the past month's worth of mechanic's attentions. I fired up the motor, adjusted the seat and steering wheel for the low and laid back effect, shifted it into gear and slithered out of the parking lot for a quick trip into Massachusetts. The skies had cleared into a beautiful evening, perfect for top down cruising.

Without going into specifics, Bakers had done carb, timing and choke work to get the engine performance back to spec. The climate control, top, door locks and window systems were gone through, replacing not just broken and worn parts, but upgrading other parts to strengthen those systems further. A rebuilt power steering unit and a complete new brake system was installed to complement the freshened suspension. The minor electrical glitches fixed alone would take pages to explain. Once the mechanicals were per-

fect, they installed all new trunk upholstery. An incredible job!

It didn't take long to feel the effects of the work done. The acceleration was significantly better and it handled like a dream. Well....let's say like a three ton dream. The steering was much tighter and the suspension was much more stable than it had been. I was immediately impressed. The more we drove, the happier I got. The car was faultless.

I knew that there had been a lot of things done to the car, but it wasn't until the next morning that I got a feel for just how much had been done. The bill was six single spaced pages long. I paid roughly \$1,100 a page. After having driven the car, I considered it a relative bargain. I could have sworn that I felt my Visa card quiver as I handed it to Steve. A credit card orgasm? He treated it gently but it still came back with a corner, slightly melt-drooped.

What I got for that money was phenomenal. The new feel of the car's handling and performance as well as working accouterments brilliantly reflects every cent spent. I felt the whole trip was worth it. I was shown some of the repairs that would never have been realized by someone not steeped in the specifics of these cars. While replacing the power steering unit, they noticed the engine oil slinger had been put on backward during some previous repair. To leave it unattended would mean the premature demise of the timing gears and chain. That one point among many illustrates exactly why I sent this project to these wonderfully talented men. The car is simply far better than I could have imagined it would be. No, it is

not perfect in the 100 point show car sense but as a daily capable pleasure driver it absolutely excels. Steve and the mechanics at Baker's Auto did a superb job of interpreting my wishes that this be a useful daily driver.

The road beckoned. I thanked Steve for the services and the great tour and Ken and I were off into the unknown. I aimed the hood ornament toward Massachusetts, Canada and home. Neither of us had traveled in the Northeast and were anxious to see it. It had been agreed before we set out on this adventure that the return trip would avoid four lane I-anythings. We spent the next two days enjoying the scenery, small towns, good food and interesting people along forgotten two lane roads meandering toward home in West Michigan. Add a perfect classic Lincoln convertible for transportation and you have a simply wonderful way to spend an extended Independence Day weekend!

Including the splendid trip home from Connecticut, I put about 3,500 miles on it in the ensuing four months. As you read this, there is another list of enhancements being compiled that probably will be completed moments before a similar two lane wander toward the Hill Country of Texas planned for late spring. At the top of that list is a visit to a competent body shop to take care of a hit-and-run nose bump acquired in a store parking lot during the last drive of the year. Oh, well. Those are the dues you pay for enjoying a classic daily driver. And I do!

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Below, Baker's Auto,





156,000 Miles on a 1967 Coupe

by Jack Butler, Oil City,
Pennsylvania

The "Daily Basis" Lincoln Continental owners whose letters are in Issue # 233 have found that their recently acquired Continentals were trustworthy on trial long trips. One of them still seems to be a little leary of more long journeys in his beautiful convertible.

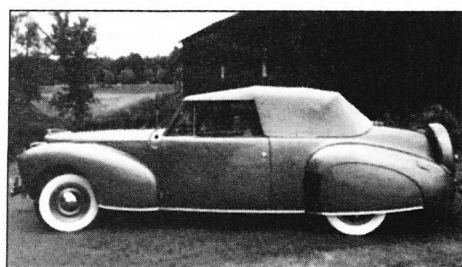
I would like to reassure him to be no more hesitant about enjoying more of those trips than if he were driving the most recent model year. Any car is capable of pulling nasty tricks occasionally. I bought my '67 Lincoln Continental coupe built to my order, and since I am a one-owner, 33 years of experience driver of one of the finest, most elegant cars ever built, I can attest to the undeniable fact that 60s Lincoln Continentals are among the most reliable and durable cars up to and including the present, (all brands included).

I have 156,000 miles on this 'hunk' of an automobile and have such faith in it that I have been using it only for long distance business and vacation trips from Maine to Florida to Texas and have been reserving it for this purpose over the past 25 years +. If this car were human, it might be disgustingly snobbish due to the incessant praise heaped upon it by onlookers everywhere we travel, even from hardened New Yorkers on the streets in Manhattan! These were the ultimate compliments.

During the decade of the 90s, I gradually had the car restored totally. I suppose that since the car is a one-owner, and therefore having been cared for and loved since new, it has always been exceptional

on gas mileage and very thrifty in oil consumption (Penn-grade oil used). Although powerfully built (5300 pounds and 375hp) she handles as light as a medium size car, yet has the luxurious riding quality of a limo. The Diamond Green finish, black vinyl top and flowing uncluttered lines give the impression of stylishness and agelessness. I never feel that I

am driving a 'square rigger' in the age of steel hulled ships (so to speak). When I'm behind the wheel, I don't feel like a fuddy duddy wearing a straw hat and a starched collar. On the contrary, I feel real 'cool,' man - tooling along in a car that I know I will never see carbon copies of everywhere I look. Ego trip -right? And finally this car is more than prepared to go anywhere, and has been doing just that about 3,000 to 5,000 miles every summer.



Oberg's 1941 Cabriolet by Harvey Oberg Woodbury, Minnesota

An article about my 1941 Lincoln Continental Cabriolet appeared in *Continental Comments* #178, Fourth Quarter, 1989 and the car was featured on the front cover of that issue. So I will not tell the car's entire story here.

The car is of LCOC historical interest in that it was owned by Chris Custer and his father and was at the first LCOC National Meet in Dearborn, Michigan in 1954. They purchased the car in 1952, and had owned it for 31 years when I purchased it from them in November, 1983.

After purchasing the car in 1983, I drove it for three years. Very little maintenance was required and it performed well. Then in the fall of 1986, I decided to have the car totally restored. After 18 months, it came back to me looking just great - back to it's original Jersey Grey color. Truly a

dream come true!

Since our Lincoln came out of restoration in May of 1988, my wife and I have driven it to all the national meets that we have attended, at least two a year. One was 850 miles one way. The car has always performed well, except for a few minor problems along the way such as a flat tire, a carburetor float that developed a crack, etc. But, there never was any problem that I could not overcome. We always look forward to these driving trips, a rewarding challenge for sure. On some of them we had friends driving their cars along with us, so this always enhanced our journey!

About this time I also Joined the AACA and its local region plus several Minnesota car clubs as well. I had not joined the AACA sooner because I thought the AACA only recognized very early cars. However, since then we have enjoyed going to the AACA National Meets very much. The real joy of the club is that you can see so many different vehicles from all the earlier years. We have made a lot of great friends at these meets.

Our Lincoln always scored high at national meets - best of show, first place in class and on occasion a second place. I say this to prove that one can have a high point car, drive it to national meets and WIN! It does take a lot of preparation between shows and also just prior to showing but the rewards of driving and winning are great! The engine compartment with polished aluminum heads and intake is especially hard to keep polished, but the effort is worth it.

I have noticed many automobiles are being trailered to and from national meets. I do understand the reasons for this- and they are all valid to some degree, but my feeling is "Drive that Classic, trailers are for horses"! You will certainly enjoy your trip more, I know we have. Wherever we stop, people are always interested in the car and have many questions which I'm always happy to answer. On several occasions, talking with people about the Lincoln has resulted in some extra parts for the car! We always look forward to at least several national meets per year, plus caravans and touring. But the best part of all are the friends we have made thru all the clubs we belong to and participate in. We look forward to many more trips in the new millennium.





Kuckenbecker's 1963 Convertible

by Marguerite Kuckenbecker, San Francisco, California
A one owner California car for 37 years
is our Cover Car Story

Lowell and Marguerite (Rubel) Kuckenbecker's 1963 Lincoln Continental convertible has appeared at two of our Western National Meets, 1998 in Santa Fe where it won a Primary 1st and 1999 in Irvine where it won a Primary 1st. It is one of only two 1963 Lincoln Continental convertibles in LCOC which are still in the hands of the original owners. Here is the story of the car as told by Marguerite:

"Lowell purchased the car new in Fresno, California from Frank J. Sanders who was the local Lincoln-Mercury dealer at the time. Lowell lived in Fresno then and was the founder and owner of Kuckenbecker Tractor Company with stores in both Fresno and Madera. They distribute farm and industrial equipment. The Madera store was founded in 1945. Both stores are now managed by Lowell's son Richard.

In 1964 the legendary Sally Stanford gave Lowell his pick of a litter of five pure-bred white German Shepard puppies. Sally was the famous San Francisco madam of the '30s who later owned the Valhalla Restaurant in Sausalito and was at one time mayor of Sausalito. (Her biography, *The Lady of the House*, was made into a hit movie. Lowell named the puppy Stanford, and eventually Stanford more or less took over ownership of the Lincoln.

Whenever he was waiting for Lowell to return to the car he would sit behind the wheel, pretending to drive. When the weather was hot he would try to turn on the air conditioner with his nose. (Unfortunately a German shepard who loves Lincolns is like a well meaning tenant who trashes your house.)

Needless to say, Stanford did nothing to beautify the car, and when Sherman J. Bohard was doing the restoration at Kuckenbecker's Madera store, co-workers would say, 'Lowell must have had a white dog at one time!' When they dismantled the car the evidence was everywhere, and what his toenails did to the red upholstery, one can well imagine.



Lowell moved to San Francisco in the mid '60s, and the car was in San Francisco for about 10 years. He kept it there solely for his friends, the National League Umpires who drove it whenever they were in San Francisco. The car was also available to other friends who wished it. Again, the car suffered a lot of wear and tear. At one point Lowell offered to give the car to umpire Paul Pryor but neither he nor Lowell felt it would make the trip back to his home in Wisconsin, primarily due to the tires. So the car was retired back to Fresno and Madera where it was stored for more than 20 years.

In the mid '80s Lowell along with Al Manfredon, onetime California State Welterweight boxing Champion, and Ray Wilhelm, brother-in-law of former San Francisco Mayor Joe Alioto, decided to take a trip to Reno. While there they visited Harrah's Auto Museum. There, under a floodlight, was displayed a gleaming white 1962 Lincoln Continental convertible with beautiful red upholstery. It was an absolute show stopper.

Lowell said to Al and Ray, "Someday I'm going to restore my white Lincoln convertible!" Someday finally came and lucky for both Lowell and the Lincoln, Sherman J. Bohard at the Madera store relished the project. Thus began a love affair between Sherman and the car that took more than six months of constant work, and that was just for starters.

The restoration called for finding each authentic part which was not always easy, but absolutely necessary to restore the car to perfection. Every nut and bolt was polished to a shine and a single speck of dust would not dare to make this car its home if Sherman was anywhere in the vicinity.

In addition to being entered at two National LCOC Meets, the car has been to 10 other shows where it added eight first place awards--three in Fresno, two in Madera, two in Lemoore and one in Porterville.

While the Lincoln is resting between shows in its 24-foot enclosed trailer pulled by a Ford F 350 diesel pickup with dual tires, it is hardly lonesome in its antiquity. Kuckenbecker Tractor has eight antique tractors, including a 1918 Fordson and a 1939 nine-end Ford Ferguson which was a pre-production model and the first shipped to California to go to a dealer. These tractors plus an antique tug are also restored to absolute perfection and are regularly entered in shows and parades in the San Joaquin Valley.

Lowell has been asked if he would ever let a movie studio use his Lincolns for movies. The answer is a resounding "NO". He did let Quinn-Martin use his home in San Francisco several times for filming scenes for *Streets of San Francisco* with Michael Douglas and Karl Malden, but to let any studio use his beloved Lincoln...never!

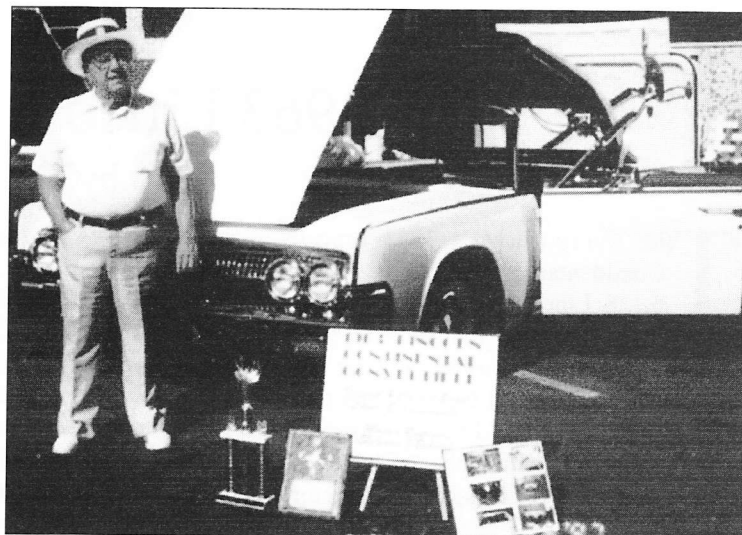
Lowell's Lincoln has had a very distinguished past and will continue to have an even more eventful future by continuing to be entered in California car shows and LCOC National Meets in the West."

At the 1999 Western National Meet we talked to Sherman Bohard who brought the car. He said that despite the dog it was a very nice car to begin with and did not require a complete restoration. He said there really wasn't anything wrong with it except the usual rubber fatigue, bushings, front end, etc. Even the engine was still in good condition. But they took the car down to the bare unitized frame. They

were able to save the door panels and instrument panel. They redid the seats, pulled off all of the trim, buffed the trim, redid all of the chrome, and the car was repainted white, and the interior was redone in beautiful red leather as it was when new. All of the mechanicals, including the engine, were rebuilt. The car was repainted to the original white color with the interior left the original red."

Since 1948 Marguerite Rubel Kuckenbecker has been manufacturing apparel in San Francisco. Lowell and Marguerite own Marguerite Rubel Manufacturing in San Francisco. Many celebrities have worn Marguerite's designs including ex US presidents George Bush and Ronald Reagan. Barbara Bush and Hillary Clinton also have her jackets.

Popular today with car collectors is Marguerite's "map jacket" which is a map of Route 66. Two of these jackets



Lowell with the car at one of the California Meets.

donated by Marguerite were auctioned off at the 1999 Western National Meet. She donated 25 jackets for this show plus she designed three special garments for Diahann Carroll who was guest speaker.

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Lowell's dog Stanford as a pup.



The 1963 Lincoln Continental Story

by Tim Howley

The Kuckenbecker's 1963 Lincoln Continental convertible is one of 3,138 Lincoln convertibles manufactured for the 1963 model year. It is uncertain how many survive. 151 are listed in the 1999 LCOC Directory. Conceivably there could be two times that many owned by non members. The question is how many of these cars are restorable?

While the 1963 Lincoln Continental looks more like a 1962 than a 1962 looks like a 1961, the 1963 is the most changed of all three of these closely related years. The 1963 Lincoln Continental, while returning to the tiny square grille blocks of 1961 incorporates a new vertical grille theme which was intensified in 1964. The 1963 vertical grille theme is repeated in the rear deck molding. The 1963 rear deck is slightly raised because the 1963 luggage area is considerably larger than 1961 and 1962. The radio antenna is moved from the left rear fender to the right front fender. The hubcap styling remains the same as 1962.

Without increasing the wheelbase from 123", apparently without lengthening the greenhouse, and by increasing the overall length from 213" to 213.3" engineers were able to add about 1 1/2" of legroom in the rear and 1 1/2" more kneeroom in the front. Rear legroom was achieved primar-

ily by moving the rear seat a little farther back. In the front, the glovebox was redesigned so that it did not protrude quite so far at the bottom. The padded dash was made into one molded piece rather than the two molded pieces separated by a metal midsection of the previous two years. The 1963 heater/air-conditioner control on the right lower side of the instrument panel employs two levers

The 1963 Lincoln Continental is the most changed of the 1961-'63 period and has much in common with the 1964 model.

replacing the 1961-62 dial. New Regency fabrics and Silver Cloud pattern cloths were combined with leather bolsters on the sedans. Walnut paneling was continued on the doors and glovebox. Brushed aluminum paneling was an alternative choice at no extra cost. An all transistor radio was standard. For 1963, an AM/FM push button dual range radio became an option.

Lincoln-Mercury went to great lengths to decrease road noise and vibration and

increase body insulation through the 1961-'69 era. For 1963, the wheel hubs became piloted, that is held in a true position on the hubs without dependency on lug nuts for holding the hubs. This was a major advance in elimination of high speed vibration. The steering gear incorporated a number of changes to decrease vibration. Engine and transmission support and insulation from the body were improved. More body insulation was added at key road noise points. Lincoln engineers were doing extensive work in the field of chassis tuning at the time. This is why the 1963 Lincoln Continental when new, and for many years to come, rode quieter than European makes costing two or three times as much.

The biggest engineering change for 1963 was raising the horsepower from 300 @ 4,100 rpm to 320 @ 4,600 rpm. This was accomplished by going from a two-barrel carburetor to four, redesigning the intake manifold and pistons and raising the compression ratio from 10:1 to 10.1:1. The engine remained at 430 cubic inches. While this was the largest displacement engine in the industry at the time it was still not the most powerful. But any edge the competition had in performance was very slight.

The new Carter four-barrel carburetor had two secondary barrels which were

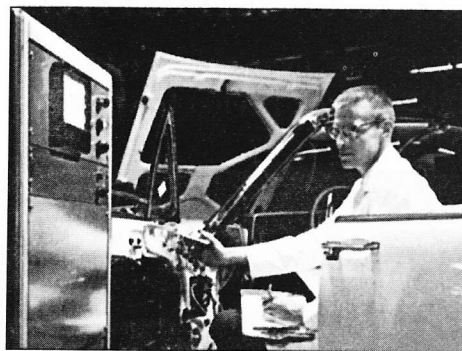
designed to be used only about 10% of the time to give peak performance. The two primary barrels which do 90% of the work were located directly over the center of the manifold for more efficient distribution of fuel to the cylinders. Other four-barrel carburetors at the time typically placed the carburetor squarely over the center of the manifold, not the primary barrels. Piston faces were totally redesigned for more squish and quench. This was to give knock and ping-free performance on lower grade premium fuels. Other engineering improvements included going from a generator to an alternator, increased use of aluminum and stainless steel in the exhaust system and improved U-joints now with a 30,000 mile service interval. Perhaps the car's most impressive feature to test drivers was the brakes. Front aluminum drums, previously offered on the convertibles, were now extended to the sedans. This greatly improved brake cooling for less fade.

A 1963 Lincoln Continental convertible listed for \$6,916 and the sedan listed for \$6,270. This was \$200 more per model than 1962. Standard equipment included power steering, power brakes, Twin-Range Turbo-Drive automatic transmission, hydraulic windshield wipers and windshield washers, four-way front power seat, fully padded instrument panel, padded visors, factory installed undercoating, power door locks, all-transistor AM radio, remote control rear view mirror, white sidewall tires, aluminized and stainless steel dual exhaust system, rocker panel and wheel house molding and a two-year or 24,000 mile warranty.

Optional in 1963 was an air-conditioner added to the standard heater, directed power differential, tinted glass, power trunk lock, speed control, six-way power seat, front seat belts, automatic headlight dimmer, AM/FM pushbutton radio and all leather seats in the sedan. All leather seats were standard in the convertible.



Silver Cloud Pattern Cloth was one of four interiors available. From the 1963 brochure.



Electrical circuits were checked by an electronic tester especially built for the task. From the 1963 brochure.

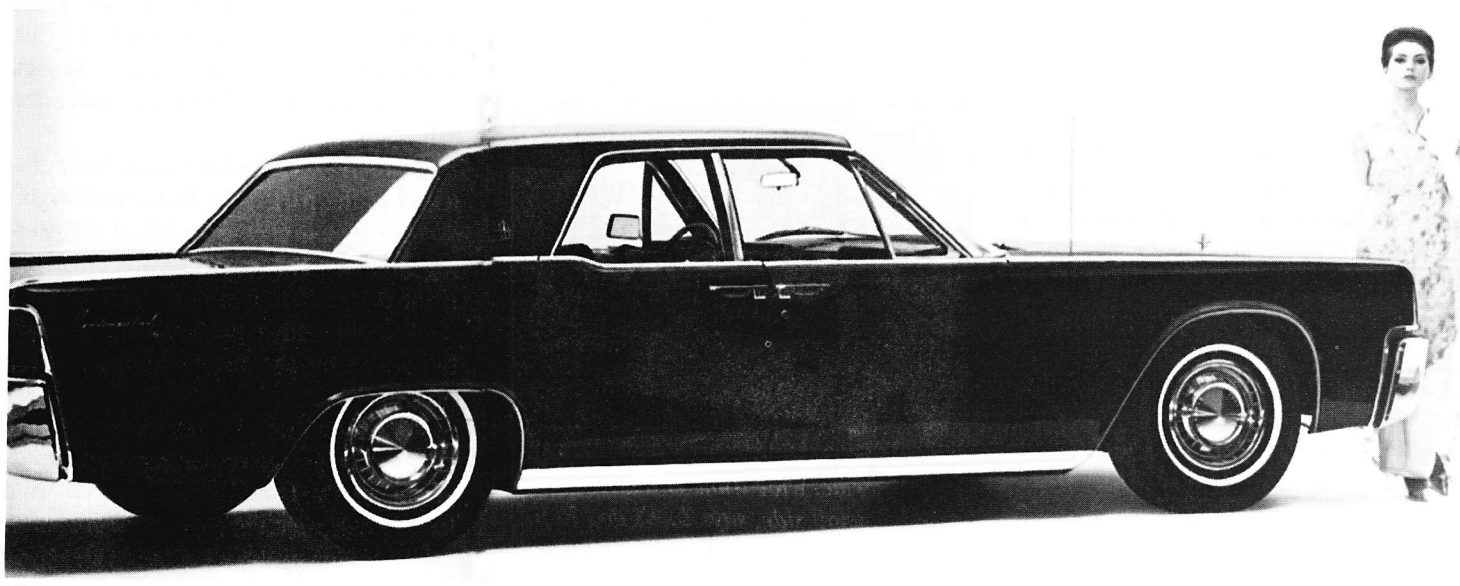
The Kuckenbecker's car is white with a red leather interior. Six other monochromatic interior colors were offered with all leather seats, plus there was a black and white combination. Other interiors offered in the sedans were Regency Fabric which was fine nylon yarns and leather seat bolsters, a Silver Cloud pattern, broadcloth with leather surrounds and all-wool broadcloth, the latter being the rarest 1963 interior.

Lincoln built one show car for 1963, the Lido four-door sedan which was specially made up for the 1963 New York auto show. This car was featured in *Continental Comments* #215. A few years ago San Diego member Ken Goode built a replica of the Lido and it was shown at the 1998 Western National Meet in Santa Fe, New Mexico. That car is now owned by an LCOC member in Norway. It is featured on pages 22 and 23.

A few years ago 1963 Lincoln Continentals were almost common place, but now even the parts cars are getting hard to find. Buyers should be cautioned that it costs far more to restore a worn out 1963 Lincoln Continental sedan than to buy a good, low mileage one. But with today's rising market for convertibles, you will probably not get hurt restoring a 1963 Lincoln Continental convertible. Just remember that Lincolns of this era are the most complex of all collector cars to restore short of the Classics of the '30s.



From the 1963 Lincoln Continental brochure.





Gordon Jensen's low mileage 1963 Lincoln Continental Sedan at the 1999 ENM, Ellenville, New York.

Tom McCahill tests The 1963 Lincoln Continental

He called it "One of the handsomest cars ever produced in America and a luxurious barge for the well-heeled traveler.

The following is Tom McCahill's road test of a 1963 Lincoln Continental sedan which appeared in *Mechanix Illustrated* in March, 1963. The article was sent to us way back in 1989 by Jeff Smith, then living on an Air Force base in New York. The car in our photographs is Gordon Jensen's black 1963 purchased out of the Donald Weesner estate. See *Continental Comments* #229, May-June, 1999. This is an all original 7,000 mile car which does not have factory air-conditioning. Here is McCahill's story:

"It's a well known fact, which any school kid can quickly double-check, that Lincoln was given the works under Ford management. Of course, it was a different Ford but it was a different Lincoln, too--they tell me.

Now I don't know what this has to do with anything in particular but the Lincoln car was started by Henry M. Leland, former president of Cadillac, and Ford bought the company way back in 1922. It was rumored that Ford's Theater in Washington, where (President) Lincoln was put out of business, had no connection with the present Ford management in



On the grass for some fast spins, Tom McCahill found the Lincoln's control was excellent.



Wide, wide trunk is really on the small side, says Tom's dog Boji, as the spare tire hogs the room.

Dearborn, Michigan--as I said before.

Enough of this folderol--how about today's Lincoln Continental? In the looks department the '63 Lincoln Continental will prove a pretty hard cat to beat--and Pontiac, with its '63 Grand Prix, has seconded the motion. The Pontiac Grand Prix is considered by many to be the best-looking car of the year, which it is--but let's not overlook the fact the Lincoln Continental looked that way first.

To test the '63 Lincoln Continental I contacted Paul Cox, Daytona Beach's *bon vivant* and Lincoln-Mercury dealer. I told him what we wanted for a test and the car was produced in less time than it takes to write about it.

This is a chic vehicle. Inside it offers the luxury of a Turkish bordello on Old Shrine Night. There are many combinations of upholstery available from genuine leather to nylon to all-woolen broadcloth. The front seat is extremely comfortable, as it should be, but the rear-seat legroom is a hair on the chintzy side for a yacht of this class. My big kick against the Lincoln Continental when I tested it two years ago was the midget-sized trunk. This has been enlarged quite a bit for '63 but it is still on the skimpy side. On a coast-to-coast trip luggage would have to be carefully planned. The trunk is very wide, but its front to back dimensions are short because of the chopped-back roofline and the flat rear and the fact that the big spare tire is mounted dead center in the forward part.

The car has electric windows and vacuum door locks. The driver's window control resembles the keyboard on the organ at Radio City Music Hall. The instrument panel is nice but sparse. There is generous wooden trim in the interior, including the glove compartment. In fact, this is a lush can calculated to catch the gals' eyes.

One fault for which Ford has been criticized in the past is the fact that the ignition key lock is way to the left of the steering column. The reason for the criticism: If the driver should faint or have a stroke while tooling down the boulevard it would be hard for his passenger to turn the switch off.

As soon as I got the Lincoln Continental gassed up and serviced I headed for the Daytona Speedway to see what its 430-cubic-inch engine could do. After a few warm-up laps on the high-speed

track I belted it, and the car ran as smooth as a deer's ear up to 100 mph. Unfortunately, though this car had been serviced, it had one front wheel that hadn't been balanced. When I reached maximum speed (just a caterpillar hair over 110) that unbalanced wheel caused an extreme front end wobble when coming into the chutes after the high speed banks. To go faster, if that had been possible with this car, I would have been forced to have the condition corrected.

I couldn't help thinking that 10 years ago the famous Mexican Road Race Lincolns, with much smaller engines, could have easily spotted this car 10-15 mph. Of course, the Lincolns of 10 years ago were a lot lighter and this job was loaded like a bass fiddle salesman with samples.

In the acceleration department the Lincoln Continental does extremely well considering its size and bulk. Power is up to 20 horsepower over former models, and though the torque remains the same, breakaway performance is considerably better than it was last time I tested a Lincoln Continental two years ago. For example, in March '61 when we reported on the Lincoln Continental, 0-60 took 11.2 seconds. This has been dropped to 9.4. The 0-30 time is down to 3.2 from 3.8 and the 40-60 time is a full 1.1 seconds faster. The boys must have been whittling on the cams. The '63 Lincoln Continental is a lot livelier than former models though the top speed of 110 and a hair remains the same.

Now brings up what the car was really meant for. It is not a race car nor was it intended to be, but it has good enough performance up to 100 miles an hour to keep the most demanding driver reassured.

From the high-speed track I headed for the sports car course. The roadability is good, considering the size. When I took to the shoulders for some high speed grass spins I found the control excellent and I made several 360 degree loops with it. If the man who owns one of these knows how to drive, he'll find it a good car for getting out of trouble on the road.

After leaving the track I headed for some real third and fourth-grade roads including long stretches of rutted dirt. If you're expecting me to say that this tank rode like a poached egg on a gentle sea, you're wrong. On the fast rutted roads

the wide action was actually on the harsh side when compared to some of its immediate competition. On some long corduroy stretches the ride was far from the best. Back on the paved highway it was smooth. I guess that's where you're supposed to drive this type of car. In well-paced dips the car gets in-and-out smoothly but over railroad tracks it has more than a trace of harshness. I wouldn't make such of a big thing out of this except that there are some medium-priced cars that ride just as well--and this job is one of the country's three top cream puffs.

Recently two friends of mine returned from a round trip from Florida to California in a '63 Lincoln Continental. They took just 20 days. This is quite a hop for a man and wife to make in such a short time, especially with business stops. The only trouble they had was a tire that went bad. The owner, a man in his 60s, told me the trip wasn't even tiring. He told me that one day they racked up over 700 miles and then went to the movies in the evening. I cite this because my friends are typical buyers for this type of car. They have no connections at all in the automobile business--aside from owning a couple of oil wells.

As many of you old time readers know, I've been a sports-car buff ever since the days when I used to have hair. I enjoy driving a small car, especially for local trips and chores. But in spite of what the ads say, and although this might sound like heresy to some of you, when you have to hit the road and cover huge distances day

after day and week after week, as I do in the summer, a big car is hard to beat. When I travel like that it's not for fun but to get to my destination with the least possible effort and the greatest possible comfort. For the long hauls what you really need is a car that will practically drive itself. I like all the lush stuff possible when I expect to be away from home for 10 or 12 thousand miles and that's where the deluxe puffs, such as the Lincoln Continental, win hands down.

Of course the main reason for owning a car such as the Lincoln Continental, for many people, is its prestige value and the fact that it looks so nice in front of a saloon. In the looks department the '63 Lincoln Continental has a money shine and it's in good taste. This is a major appeal to many buyers. For myself, I drive cars of this sort purely for their comfort and ability. If a garbage wagon was more comfortable and easier to travel in, that's what I'd drive. I just point this out to show that there are two types of buyers for deluxe cars--the prestige seeker and the traveler.

In summing up, the Lincoln Continental is one of the best-looking cars ever produced on these shores. It is quite effortless to drive. Though it doesn't have the best ride or even performance in its bracket, it still has a lot of goodies that will appeal to hundreds of well-heeled buyers from coast-to-coast."

*Another view of Gordon Jensen's 1963
Lincoln Continental Sedan.*





*Rick Boudreau's 1963 Lincoln Continental Convertible.
This was taken when he won the President's Trophy at Williamsburg in 1993.*

My Favorite Car 1963 Lincoln Continental Convertible

Rick Boudreau
Keswick, Ontario, Canada

For as long as I can remember I've had a passion to own a 1963 Lincoln Continental. Considering the complexity of these cars, one should have a reasonable knowledge of the restoration problems that lie ahead and what a fair price should be. Then comes the hard part, where are you gonna find one that meets your expectations?

I think the 1963 was Lincoln's nicest model, with timeless styling, a modern electrical system, the most refined model since introduced in 1961, and before the body underwent significant change.

A Chevy dealer of all places here in Toronto owned the best one I located. There were a variety of cars in his collection in the underground garage below his new car showroom, but I was especially interested in a black '63 sedan he had purchased from a Niagara Falls museum called "Cars of the Stars". I visited that museum in 1970 and saw that same black Lincoln with the white and black leather interior.

It had been used throughout Boston and Cape Cod by the Secret Service to drive President John Kennedy when he visited the area. The Chevy dealer claimed it was Kennedy's personal car. I researched the

history of this Lincoln and found that it was originally purchased by the Secret Service. An acquaintance of mine was Dave Powers, who, before his death recently, was the curator at the Kennedy Library in Boston and a long time personal friend of J.F.K.'s.

Dave confirmed the last car registered to JFK was a 1959 Pontiac. Kennedy later donated the Pontiac to nuns following the 1960 presidential election. I eventually

**It's a long hard road to the
Elliston H. Bell Founder's
Trophy.**

**It took Rick and Gayle
Boudreau about 10 years.**

gave up on that car because it simply wasn't available. Another interesting fact is that Kennedy never drove any Lincoln sedan as president, although he would occasionally drive a Lincoln convertible when he was in West Palm Beach or Hyannis Port. These cars were made available through the Secret Service or on loan from the local Lincoln dealer, but I digress.

Following this disappointment, a friend of mine at Ford put me in contact with Andy Hotton. Andy suggested I join the LCOC and told me about the upcoming National Meet in Dearborn, so a friend and I drove to it in 1989 hoping to find one for sale.

I recall it was raining on show day. So there I was, wandering around all day, getting soaked in the process looking for a Lincoln that may not be for sale, I didn't know anyone there, but now I was hooked.

Obviously I did find the Lincoln I wanted, a '63 convertible, but not until 1990. I still remember the previous owner telling me that the car had never seen rain during the 17 years he owned it. After we negotiated an unfair price, the car wouldn't be available for two weeks as it was featured in a movie filmed here in Toronto.

About a year later I was switching TV channels one evening when this very black Lincoln drove by on the screen and the fellow I bought it from was the chauffeur, and guess what.....it was pouring rain in this scene!

Within the first year, I painted the car, replaced the leather seat covers and overhauled the brakes and suspension, transmission and numerous assemblies from bumper to bumper. Thought I had a pretty nice car.

Our first show was the Eastern National in Delroy, Ohio in 1991. Parked only a few spaces away in the lot and still on the flatbed was the late Dan Guthrie's red 1961 convertible. His car was gorgeous. I was so impressed I shot a roll of film for reference and used Dan's car as the benchmark.

In 1993 we traveled to Old Williamsburg, Virginia. By this time I knew Ron Baker and Chris Dunn quite well and had invested five or six hundred hours improving my car. I had noticed once during the summer the "door ajar" light stayed on but went out after a few minutes of driving. The only other time the warning lamp stayed on again was two months later..... while my car was being judged.

Don McCarty was the team leader. I don't recall if he deducted for this deficiency, but he took a moment and explained how the electrical circuit operated and why. I followed his repair instructions back home and the system has never malfunctioned since.

At the awards banquet, Ginny & Gordon Harbuck received the Elliston H. Bell Trophy for the most outstanding senior Lincoln. I heard Ginny say as they got up from the table that it took about 10 years of hard work for their blue '67 convertible to achieve this recognition.

There was a gentleman at this event who gave me about an hour's worth of constructive criticism on my black paint job. He owned a body shop and convinced me that the paint should be wet sanded. I don't recall his name but he was quite right. During the following spring I devoted another 60 hours or so block sanding and polishing. Couldn't believe the difference.

The following year we went to Itasca, Illinois. I was an LCOC member for several years by this time and had made a few friends. Bob Welsch was always available for a quality discussion on how to make an engine compartment gleam.

I continued working on the car during my spare time for two more years improving everything I could think of and drove it to Dearborn for the huge event in 1995. What a group of cars! We had a great time and met a few new friends.

The following year my wife Gayle and I drove down to Warren, Ohio. There we met Pam and Steve Widener. They have a drop dead gorgeous black 1964 convertible with a white top and white and black leather seats. Steve's father was the original owner.

I was very impressed by this car. Steve had refinished a few items that hadn't occurred to me. Out came the camera again for more reference material to consider. His chrome was perfect, the convertible top hinges in the trunk were like new, the Ford part numbers were crisp on the radiator hoses and fan belts. Steve's Lincoln is another inspiring rare example of years of hard work.

When we returned home, I removed the top, gutted all the doors, and removed the front and rear grilles. I had every piece of chrome that wasn't show quality replated, and refinished the trunk and top hinges. I bought a Baldor one hp polisher and polished every piece of stainless on the car. I was never satisfied with the chrome on the vent frames, so they were replated also. What a tough job they are to remove, disassemble and later reinstall. Hard to get motivated with so many adjustments.

The rear grillwork took about four weeks to refinish and align. I think I have refinished everything painted, replated everything chrome, rebuilt every component, cleaned every electric motor and gear drive, replaced every switch and relay. Proud to say I completed all the work myself

Using the photos of Steve's Lincoln for reference, I repainted the top hinges and refinished the hydraulic hoses. The car wasn't ready for the Itasca meet in 1998, but Gayle was happy the convertible top was back on the car and out of our living room, (big deal, it had only been in there for a month) so we went without the car anyway. We had the best time. No pressure and plenty time for visiting with friends and meeting new ones. Best of all, I had the pleasure to judge two truly outstanding Lincolns, Stan Kozdrowski's burgundy '57 Mark II and Steve Widener's black '64 convertible.

The third week of September '99 was nearly here. Gayle and I were packed to drive to Ellenville, New York. Weather reports on hurricane Floyd were not encouraging. The trip was pleasant until we were about three hours away from the site of the meet. Then the rain started, and quickly became a torrential down pour. (I guess this was only the second time this car saw rain.....)

These three-ton Lincolns are impressive to drive, especially at freeway speeds in spite of the old belted tires, and they don't sway when passing tractor-trailers. We were rather amazed the convertible top didn't seem to leak anywhere other than an occasional drip on the passenger armrest. When we were a few minutes from the hotel we stopped at the traffic lights. That's when water wants to dribble from the weatherstrip joints on a convertible, when you're not moving!

After we washed the car Friday morning I found the shine had dulled some. Guess that's to be expected after three hours of acid rain, and I had just polished the car with a buffer before we left home.

Best I could do was to apply a small amount of Meguires "final inspection". This is not a good idea in the hot sun. (I think the label on the bottle has a warning to

that effect). All day cleaning and polishing and Gayle and I decided this is as good as it gets.

Saturday was a beautiful sunny fall day..... just sunny enough to show polish smears on a shiny black car. Our judges gathered just before lunch. Everything was going smoothly, all the complicated stuff worked perfectly, the chrome was perfect, what else could I ask for.

One judge asked me three times to turn my RIGHT signal on. "It is on" I said. Come and look! Can't believe it, the bulb was out. I heard the voice of Raymond's wife, Marge Klimczuk, sitting next to their '63 sedan say "Rick honey, I feel your pain". I had to laugh..... I guess I didn't look too happy.

The judge asked if I could fix this light within a few minutes. While I was removing the lens from the light, I heard a couple of people behind me offering to remove a bulb from their car if I needed one. What a terrific group of people in the LCOC I thought. Never the less, the car was honored with the Ellison H. Bell Trophy that evening, what a tremendous feeling from all the support we had. Just as Gordon and Ginny Harbuck, it took nearly 10 years.

To all the folks I've met and consulted with in the LCOC over the years, and to those who have judged my car, I am very grateful for all the awards bestowed on this Lincoln. The car is for sale now because I would like to move on to another one.

I do have some advise to the readers from this experience. We can all benefit from the collective knowledge within the LCOC. There are many folks out there, including myself, that would be happy to return a phone call or an e-mail to help another improve their car in any way.

E-Mail: action@ils.net





Chuck Goode's 1963 Lincoln Lido replica as it looks today in Copenhagen, Denmark.

The Lincoln *Lido* and *Lido* Replica

by Chuck Goode, San Diego, California

The 1963 Lincoln Lido show car was featured in *Continental Comments* #215, March-April, 1997. That article also carried the story of what happened to the Lido after it toured the show circuit. It was purchased by William Hector MacKenzie, a New York state legislator, father-in-law of Pat Ford, LCOC member in San Diego, California. The original Lido today is in the hands of an auto parts dealer in Olean, New York, not far from the home of Mr. MacKenzie, now deceased.

In recent years LCOC member Chuck Goode, San Diego, made a facsimile of the Lido. This car created much interest at the 1998 Western National Meet in Santa Fe, New Mexico where it won a Modified Custom 1st. After the meet Chuck Goode sold the car and lost track of it.

The car surfaced again in August, 1999 when *Continental Comments* received a letter and photos from member Ole Damgaard-Nielsen in Copenhagen, Denmark. He bought the car at a 1999 auction in Scottsdale, Arizona. Damgaard-Nielsen is an importer in all Scandinavian countries of Ferrari, Maserati and Rolls-Royce. He is a great fan of U.S. built cars and has a collection of them which includes seven Lincolns and Continentals.

Chuck Goode now tells the story of the original Lincoln Lido and his recreation:

"Back in September 1962, Lincoln-Mercury Division decided to preview two special models for the upcoming 1963 Detroit-Chicago-New York Auto Show circuit-the Mercury Marauder and Lincoln Continental Lido. While concept cars were nothing new at Ford Motor Company, one bearing the Lincoln badge hadn't appeared since the famous Futura of 1955 (later customized by George Barris for use as the Batmobile for the Batman TV series). In the years following the introduction of the Futura, Lincoln corporate philosophy was unstable at best. The 1958-60 models were deemed a disaster by L-M management, and to this day, are politely 'forgotten' by the designers and engineers who produced them. But with the rousing success of the 1961 platform, that unfortunate period in Lincoln history was relegated to the 'bad memory' file. At last, Lincoln had found its niche and management felt secure enough to try new ideas on the public in the form of a color and trim variation of a production car. Enter the 'LIDO'.

This unique show vehicle began its existence as Lincoln Serial Number 3Y82N400008, finished in Riviera Turquoise Metallic with Turquoise Cloud Pattern cloth and leather trim. By (its) serial designation, this example was the eighth Lincoln Continental off the Wixom

assembly line. At this point, the car was selected by the Lincoln Advanced Styling

studio for transformation into a glamour model. Under normal circumstances, the life of a show vehicle comes to an abrupt end after (it) has toured the circuit and gathered its share of public reaction and comment. Sadly, these unique examples are often relegated to the scrap yard primarily because the manufacturer does not want to assume liability should something go wrong after sale on the open market. But thanks to the influence of a retired state assemblyman from New York, William H. MacKenzie, the Lido was granted immortality as the gentleman's personal transportation. And, to this day, the car remains safely stored in the same rural section of New York state just a few miles from where Assemblyman MacKenzie took delivery back on April 24, 1963. But the story does not end here. Following the success of the Lido, Lincoln Division offered show models for the next several years; starting with the 1964 Town Brougham, 1965 Town Brougham, 1966 Coronation Coupe, and culminating with the Town Car of 1969. Of these, only the Lido of 1963 and the Town Brougham of 1964/5 have survived the dismantler's axe. And, as Paul Harvey would say: "Now you know the rest of the story."

Chrysler 6 has a lot less cylinders than a Lincoln 12. I will start out by removing the oil pan, taking out the plugs and filling the cylinder tops with a 50/50 solution of Marvel Mystery Oil and diesel fuel, I will let this stand for up to 30 days and see if I can get the fluid to seep past the cylinders, then I will try to see if I can get the engine to turn. I will also replace all of the fluid in the fluid drive unit. Of course the brakes will have to be entirely rebuilt, new cylinders, all new hoses, new or rebuilt master cylinder. I have utterly no idea at the present if I can get the car to run. But my thought is to try to see if I can get it operating mechanically before even thinking about restoring it.

Another item is the wiring, again a victim of 40 years of storage after being driven for nearly 20 years. I have two HV-12 Lincolns and the original wiring in these is not nearly as brittle as that in the Chrysler. So I have my work cut out for me, and unless I hear from other members and their Lincoln restoration projects I guess you'll be reading about a '41 Chrysler restoration, guys!

I have not included a photo of the Chrysler in its present "as is" condition. As a matter of policy we do not normally show pictures of competitive makes in *Continental Comments*. A 1941 Chrysler is a nicely styled car, looks like they were much influenced by Lincoln styling of the period. Maybe I should throw the old Chrysler 6 running gear away and install modern Ford running gear, install a 1941 Lincoln-Zephyr dashboard which has very little dash plastic, paint the car orange or purple with a flaming front end, install modern mag wheels and power front disc brakes and take it to local cruise night. When they ask me what it is I can say it is an old Lincoln-Zephyr I found in a barn and I decided to add a '41 Chrysler grille. Who but the Lincoln guys, and there are very few locally, will know the difference!!!

TECH Tips

Loose Steering Gear Box on On '60s Lincolns

by Herb Clark,
Albany, New York

I'm an entry level Lincoln restorer, but having repaired old houses for 30 years I have a leg up on being creative in making repairs. One problem I fixed with my 1965 Lincoln Continental is also evident in 1961-67 cars. While backing out of the garage and turning the wheel to the right, I had my brother peer into the engine compartment to check for leaks on heater hoses and a power steering hose that I had just replaced. He spotted a leak which we quickly fixed, but said the steering gear box was pulling away from the frame. After checking to see that frame bolts to the steering gear were secure, I discerned that it was necessary to replace the worn and deteriorated (three) steering gear box insulators. Raise and block car, remove left front wheel and fender splash guard. This exposes the third bolt of the steering gear box. I removed each original bolt and washers and replaced with a long 7/16" x 5 1/4" bolts. This allowed the steering gear box to remain in place and not remove the gear box completely.

Two insulators will be over one another and one to the left. When it is time to replace the original bolts, this left one is the shorter of the three as it fits in the recessed part of the frame. These longer bolts allow you to pull the box carefully from the frame. Use a large pair of channel locks to spin out the insulators.

Do the lowest of the one over one another first; then do the top one and the one to the left last. Keep the longer 7/16" bolts in until all three insulators are in place. Then replace with the original bolts and washers. It will be necessary to remove the resonator pipe from the exhaust manifold and move the steering gear to the left or right to gain clearance. When you have replaced all of the original bolts and stainless flat washer and lock washer, torque 50 lbs/ft., install flash lock washer guard, left wheel, lower car and check the steering.

Vapor Locking on HV-12

by Tom Lerch

From Comments #106

Common on very hot days after stopping, due to gasoline evaporation from a too hot carb. Very simple preventive measure is to simply open the hood as soon as you stop. This usually works.

A sure cure is an electric fuel pump at the tank if you are not a purist.

An excellent and handy assist is the ubiquitous plastic squeeze bottle-fill one about 2/3 full, squeeze out most of the air, screw down the cap. This provides for heat expansion. When you vapor lock, just pour a little down the throat of the carb, wait a few seconds for the liquid gas to vaporize, then pull out the choke and start the car--it will start, too, and rapidly overcome the vapor business, and you can shove in the choke. This is a lot handier than a hose and a can to siphon gas from your tank--and much better than being pushed. If it makes you feel better, be comforted by the fact that other cars vapor lock too--Fords, Packards, Cadillacs, and almost any one with carbs with proper air flow around them.

Like a New Engine

by
Jim Raymond

It's an obsession with me. One of the many qualities that gives a car a luxury "feel" is that it have a very smooth idle. If you can hardly tell the engine is running it makes the car feel like it is precision engineered and of quality assembly. All of which gives the impression of an expensive luxury car.

I had always wanted a *Collector's Series* Lincoln. That would be a 1979-only, and meant only one possible engine, the 400ci. I knew nothing about this engine, other than the things it shares in common with any other American V-8 of the period.

After acquiring one (it was my first Lincoln) I drove into tweaking what was already a fairly good running car. But I was not satisfied. Surely this could be made to idle smoother, I thought. A thorough check revealed excellent readings



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on a vacuum gauge, and no vacuum leaks. So, in went new Autolite spark plugs, Motorcraft plug wires, and an original Motorcraft 2100 carb rebuilt by Holley. Virtually no difference. Along the way I discovered that when the vacuum hose is attached to the vacuum advance, there is advance to the timing at idle (6-8 degrees). This must be the problem, I thought. I contacted a Lincoln service department manager who had been a Lincoln mechanic in the '70s. He informed me this is correct, that the '79 400 is supposed to be timed at the setting listed on the valve cover label and will have 6-8 degrees of advance to the timing when the hose is hooked up to the distributor. When I told him why I was investigating all of this he commented that the 400 never could be made to idle very smoothly. "I guess I have this about as good as I can expect", I concluded.

Several months later I had it into a shop for something and they noticed the rubber on the motor mounts was coming loose from the brackets. I hunted down new

mounts and tossed them in the trunk for "sometime when I can get around to it".

Several months went by and the car now needed an oil pump. During this time I had noticed a curiosity: the car seemed to idle smoother in reverse than drive. (All of my "smoothness measurements" were while in the driver's seat with the car in gear.) I knew the engine cocked one way when put into drive and the opposite way when put into reverse. I began to suspect the cause of rough idle was, in fact, the bad motor mounts. With the engine cocked different ways it could be sitting differently on the loose motor mounts. As the engine was going to be jacked up off of the mounts to replace the oil pump I had the shop put in the new ones.

When I picked the car up from the repair shop I was astonished. It felt like they had not simply replaced the oil pump but rather had replaced the entire engine. So minute was the vibration when taking my "smoothness measurement" it felt like it had a brand new engine—all for the cost of a motor mount replacement!

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Radial Tires on '60s Lincolns for Safety

Here is a safety reminder for everyone who drives a Lincoln regularly. The manager at the most respected alignment and suspension shop in Portland insists that I use radial tires because they are far safer than bias ply tires. There is no problem with their load carrying capacity. For example, if you have a 1961 Lincoln, Goodyear's Regatta tire P215/70R14 is rated up to 1,554 pounds. This gives a total car capacity of 6,216 pounds. I love the excellent performance of the big radial meats on our 1967 sedan. And they have a total capacity of over 8,000 pounds!

Steve Price, Portland, Oregon

HV-12 Spark Plug Wire Replacement.

Advice from experts has led me to believe that replacing HV-12 spark plug wires is difficult. Not so, other than you first must remove the loom entirely from the engine. All kinds of solutions for running the new wires through the old looms are recommended although spraying the new wires with lubricant helps. Follow the wiring diagram from *Continental Comments #90* which is also reprinted in the HV-12 Tech Tips collection. I bought my new wires from Narragansett Reproductions who numbers all of the new wires. You might also put a tape number mark on each exit hole on the loom to the spark plugs. There already are numbers on each distributor cap. I was amazed at how easily each wire ran through, even the last wire with all the oth-

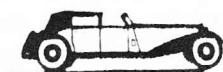
ers already in. Before I installed the new wires the engine had an annoying miss, even after a distributor rebuild, coil rebuild and replacing the condensers. The old wires appeared to be in good condition, even as I inspected them after removal. But the new wires really did the trick, the miss is gone and the engine now runs as smooth as a greased goose.

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My 1962 Lincoln Continental

Cover Car Story

By Bob Blevins, Yuma, Arizona

In October of 1989 I'd mostly finished restoring my 1968 1/2 Mark III, and of course, was immediately looking for the next project. I decided I wanted a 1962 or 1963 sedan since I've always been impressed with the quality, styling and innovation of the early '60s Lincolns. Such a complete change from the previous designs.

Living in Yuma, there is not much selection of old cars for sale. Yes, the dry climate makes even the slightest bit of rust unacceptable and cars can last a long time, but Yuma has been such a small town for so long that there just aren't that many cars. I occasionally looked through the Phoenix newspapers for Lincolns and went there to see a few disappointments. I no longer ask if it runs since the reply is always "Oh yeah - all it needs is a ... [you name it!]"

I happened upon a Tucson newspaper at work that was opened to the classifieds and out jumped "'62 Lincoln four-door, PS, PB, AC, PW, running, driving car, nice body, \$650 firm." What caught me was the word "driving"! I called the next morning and the seller, Ken Calloway, told me he bought the car for its sunvisors and mufflers and it was otherwise complete with speed control and a black and white leather interior. These two options interested me and after I repeatedly questioned

Rust free cars found in the Arizona desert aren't all they're cracked up to be. Lincolns out here are few and far between and the desert heat and dryness plays havoc on even restored cars, especially the dash pads.



him about whether the car could make it to Yuma (240 miles in the desert), I was confident enough to fly to Tucson to drive it back.

Upon arrival in Tucson I found the car to be complete. Complete with bodywork applied apparently by foot and upholstery that had been "spruced up" with a bucket of paint and a brush. Unfortunately the black and white painted upholstery was flaking so it got all over me each time I sat in the car. The exterior was chalky baby blue which was thankfully almost worn off back to the black underneath. I negotiated the price a little lower and the seller told me that I should just drive it on to Yuma right now "and don't stop". By that time it was getting dark and I treated the car to a new battery and one new tire. Then I noticed that it wasn't shifting well and when braking a big thump would shake the car. I thought I'd better check the transmission. Sure enough, it needed a lot of fluid and then ran adequately. I decided to stay the night and get an early start in the daylight. The next morning I couldn't get the car into drive and was amazed to see that it needed more transmission fluid (a lot!). Finally on the road I was noticing big puffs of smoke at each shift and by the time I got home to Yuma I figured out that the transmission fluid was leaking but rather was being sucked into the engine through a torn modulator valve. Of course by then it wasn't doing much shifting regardless of the fluid. I had "Fried" the transmission but made it home safely and swiftly at speeds unknown since the speedometer was broken. The car didn't really have any rust - just lots of bad bodywork from accidents and hundreds (no

exaggeration) of little dings everywhere.

The photo alongside shows some of the sanding and body filling that had to be done.



My sedan was built on March 13, 1962 and was originally black with the two-tone leather interior. From the Lincoln-Mercury used car "Silver Crest Warranty" booklet that was in the glove box, I figure the car was always in the Tucson area. On December 2, 1965, a Mr. Charles Debray Day of Tucson bought this car used from Selby Lincoln-Mercury with an odometer reading of 46,166. Also, I found it amusing that the original warranty pages in the Owners Manual were glued shut years ago. I figure that was one way of letting you know the warranty was "up".

The engine, transmission, air conditioning and brake system are now rebuilt. Most of the suspension/steering has been replaced including new rear springs that greatly helped get it level again. I was fortunate enough to obtain a complete N.O.S. upholstery set and installed it myself along with a new headliner. I also replaced or recolored the door panels. I did my own bodywork and paint preparation

but left the actual painting to a professional. After being reminded that so many Lincolns are black or white - I'm glad I chose a very seldom seen 1962 only color,

Scotch Green Metallic (code P), for something different.

I've foolishly spent a fortune on three sets of dash pads. Our dry climate (averaging 2 inches of rain a year) destroys all plastic, vinyl and weatherstripping. When I bought the car, its dash pads had large chunks missing. I recovered them myself but they were lumpy. I bought a second pair of dash pads for \$400 sight-unseen, that I was told had even been to Sweden and back! When I got them they were hard as a rock with lots of cracks that only got worse over the last few years. Last year I saw a beautiful pair of dash pads on a friends' 1961 convertible. They had been recovered by Ocean Beach Auto Upholstery in San Diego for \$200. With the help of another friend, I got my third set of pretty good dash pads for \$16 and took them to the upholsterer. Two weeks later they were ready and shipped to me. They look so good and feel so soft that now I go out to my garage just to squeeze em! I highly recommend Ocean Beach Auto Upholstery for 1961-62 dash pads.

Also, my thanks to Bakers Auto Inc. and Lincoln Parts International for their assistance (and helping me exercise my credit card). I feel we must support businesses that support us!

I now have a rare 1952 Cosmopolitan sedan that is a mess but will be beautiful with enough time and money. So I guess it never ends.

Above and to the right, Bob Blevin's car photographed near Yuma, Arizona.

Below, the car at the 1997 Western Region Spring Meet,



TECH Tips

HV-12 Heat Exchanger.

It is amazing how rapidly your car fills up with exhaust fumes (and carbon monoxide) when the *inner* exhaust shell burns through into the *outer* shell where incoming air is heated.

It is also highly hazardous to your continued existence!

When you replace the "old stove", remember its replacement (a used one) is 55 years old. Take it to a radiator shop and *have it pressure tested for possible exhaust leaks, using compressed air.*

I had my replacement pressure tested at 10 pounds for five minutes. It tested okay with no pressure drop and was safe to use.

The outer shell is not leakproof, but only fresh air can get in. *No exhaust goes through the inner shell.*

My 1940 Lincoln Continental heat exchanger burned through the inner shell a few miles from home. You'll know it when it happens--right now!

Tom Lerch,

North Canton, Ohio.

Mark II Switching Element.

Recently a Mark II owner sent me a switching device he has developed that allows the car to be started with the transmission in "Park" position. Anyone who has ever started a Mark II while parked on an incline knows the sinking feeling you get when the gear selector is moved from park to neutral without power brakes.

The switching element is installed on the transmission and is activated by the shifting lever. The wiring is installed by removing the sheet metal panel under the dashboard on the right side of the steering column. The wiring is quick, simple and doesn't require cutting any of the existing wiring. Total installation time is about one hour.

Once installed, the unit is invisible unless you know what to look for. Even if you know what to look for, you will have to strain and use a flashlight. For the sake of safety and your peace of mind, this unit looks like a good investment. It will also

fit other cars using the same transmission, such as Lincoln, Mercury and Ford. Contact me for further information.

Jack Rosen, Mark II Parts

5225 Canyon Crest Drive,
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92507-6325

Oils that Make Your Lincoln Engine Last Longer.

With reasonable care all modern Lincoln engines should last 200,000 miles or more. But there are many special oils on the market that will help them last even longer.

There are now a number of oils on the market that coat the moving parts. Some manufacturers recommend using their oils every 15,000 miles or every fifth oil change, or under normal use conditions about once a year. Others recommend adding one quart of their special oils to every oil change. Another way to increase engine life is to use synthetic oils.

Now there are new petroleum industry standards which were reflected in all automobile industry recommendations as of August 1, 1997. Recommended now are the new GF-2 rated motor oils replacing GF-1. Some of the advantages are improved cold engine start-up, better protection at high RPM by preventing foaming, reduced engine deposits caused by high temperatures, reduced oil consumption, better protection for catalytic converters and improved fuel efficiency. GF-2 is more accurately known as ILSAC GF-2/API SJ and it replaces the API SH designations which became obsolete on August 1, 1997. Still to come in the year 2000 is ILSAC GF-3. These oils are still being tested. Hopefully

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they will offer greater engine and emission system protection and better fuel economy.

While some users of synthetic oils boast going 10,000 miles between oil changes, manufacturers and the petroleum industry still strongly advise against going more than 3,000 miles using conventional oils. Nothing destroys an engine faster than dirty, contaminated, used up oil. Considering the temperatures at which today's engines operate and all the required smog devices, the oil is used up at 3,000 miles and it should be changed.

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Transmission Fluids in '50s and '60s Lincolns.

There is more to automatic transmission care than checking the dipstick and changing the fluid when it turns brown and smells burned. It begins with selecting the transmission fluid that's right for your brand of car. Transmission fluid specified for another brand can actually destroy your transmission.

The tricky thing is that transmissions use two types of friction in their operation--static and dynamic. In dynamic friction there is a rubbing action. In static friction two components are forced so closely together that they turn in unison. Furthermore, there is *low* friction where the fluids actually promote slippage and *high* friction that causes rapid, positive engagement and virtually no slippage.

Ford transmissions have a very minimum of parts in contact but those are operated under conditions of static friction and a high friction coefficient. Hence in the '60s a new type of transmission fluid was developed for Fords and it is called "Type F." It has a high static friction coefficient required to withstand the Ford transmission's high engagement force and great torque capacity. With Type F transmission fluid the coefficient of friction will actually increase as the rubbing speed between the friction elements decreases.

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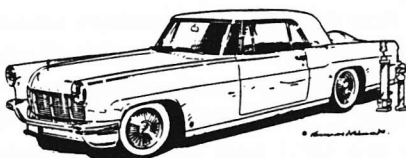
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Now compare this to GM's very different Dexron fluid. GM in the '50s and '60s was out to obtain the smoothest possible shift changes. Hence, they developed Dexron with a high coefficient of friction on initial element contact and a decreasing coefficient as speed increased. Put a Ford F Type transmission fluid in a GM Turbo Hydra-Matic and you are asking for trouble. Put a Dexron fluid in a Ford product and the elements will not have sufficient fluid surfacing when they come into harsh contact.

A particularly good transmission additive for Fords is Trans-X. However, any additive will soften working parts as well as seals and therefore should be used only a few hundred miles before changing the transmission fluid.

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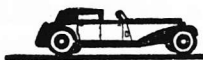
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1964 Lincoln Lehmann-Peterson Town Sedan found in Kansas.

Greetings from Kansas to my fellow LCOC members. I am happy to report good news from the plains of Kansas. It looks like the tumbleweeds have parted to reveal another fine and significant Lincoln. This one being a 1964 Lincoln Town Sedan conversion by Lehmann-Peterson.

Having been a member of LCOC since 1979, I was familiar with the Lehmann-Peterson story from the articles in the *Continental Comments* although there never was mention of a 1964 Town Sedan ever being built. An ad in the Wichita paper would bring me to knowledge of, as well as ownership of, this fine car.

Upon seeing this car for the first time, it became evident that it is a conversion of a standard 1964 sedan into a custom car with many features unavailable to the general buying public. These features, many of which later appeared on the limousines, include an interior complete with chauffeur divider to separate the front compartment from the rear seat area, front and rear AM-FM radio, genuine mouton carpeting in both front and rear compartments, all wool broadcloth upholstery and headlining.

Exterior features include black paint with a black padded roof and a small rear window which adds extra privacy for the rear seat occupants. The trunk area is also covered with black loop carpeting for a final touch of luxury. To identify themselves, the coachbuilder affixed a small name plate on both sides of the front fenders, with the L-P clearly visible.

After purchasing this car I proceeded

with a full title search in which the origin of the car was found to be Houston, Texas. A Mrs. Dolores W. Whittington of 2416 Pine Valley Court and her husband H. Whittington were the earliest owners. Any information about these former owners from members in the Houston area would be welcomed.

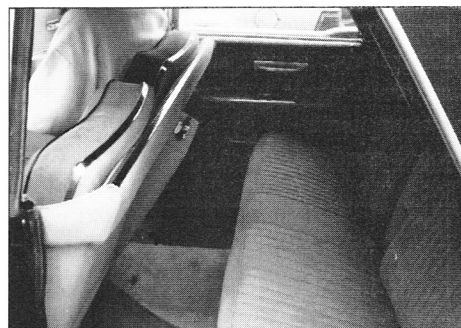
In 1972 this car was purchased by a man from Hutchinson Kansas. He drove the car to Kansas and it remained there, never leaving the state much less the city limits of Hutchinson. This would explain its 56,326 actual miles. Tumbleweeds notwithstanding, the car's former owners evidently had it garage kept as the roof covering is in excellent condition.

When speaking about this car with several of the fine men in the LCOC, I have come to understand that this car may be one of only three made by Lehmann-Peterson and possibly the first car convert-

ed by them. The vehicle warranty number is 4Y82N411483. Some questions arise concerning this car and others like it. Are there any other 1964 Town Sedans among members of LCOC? Of the 1964 limousines, are their warranty numbers earlier than this car or later? Has anyone seen or know the whereabouts of any other 1964 Town Sedans? Any information would be appreciated. Please feel free to contact me anytime at the following:

Tim Brady
11200 West Kellogg
Wichita, KS 67209
(316) 722-0799
FAX (316) 722-6266

Editor's Note: There may be one other in the Club. The 1995-96 Directory lists Robert & Chris Huntley, Arlington, Washington as owning a 1964 Lincoln Custom Sedan, serial number. 4Y82N404097. Even the stretched 1964 Lehmann-Peterson's are extremely rare. Only 40 were built. We have one in LCOC. It belongs to Chad & Barbara Hunt, Morgan Hill, California.



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range of 80 to 100 RA (90 to 100 RMs). If the surface is too warped (more than 113RA), it is unacceptable. If the heads have been on the engine for any period of years or miles they will probably not meet acceptable standards and should be resurfaced. It is rare that the block is excessively warped, but it does happen.

Head warpage is usually the result of overheating which is caused by a low coolant level, defective thermostat, leaking water pump, cooling fan and clutch or exhaust restriction. The most common cause of all is the leaky water pump, because you are losing coolant long before you ever realize the cause. Finally the pump goes completely, you suddenly lose all coolant and the radiator boils over. It is always a good idea to check your water pump regularly for signs of leakage, that is a white residue.

When an engine overheats, it creates intense stress which can warp the head in seconds. If your car is an early Lincoln-Continental with aluminum heads, these heads will warp about twice as easily and quickly as cast iron heads.

Less common conditions that will cause head gasket failures are improper detonation or ping, pre-ignition, dirt or debris on the head or block surfaces, use of sealers, and something just plain crazy like installing a head gasket wrong side up.

Less serious, but very common are valve cover and oil pan gasket leaks. Cork gaskets harden with age, and cork gaskets should never be reused. They seal once and once only. Once cork gaskets become hard or lose their seal they will cause valve cover and oil pan bolts to loosen up, not enough to fall out, but enough to allow the oil to seep past the gaskets.

There are other reasons for valve cover and oil pan gasket leaks. Excessive blow by, obstructed PCV valve, gaskets with cracks or chunks that have fallen out, dirt on the gasket are all possible reasons.

Gaskets and seals are among the weakest links in any engine or transmission. Considering all the forces at work in your engine and transmission it's a wonder the gaskets and seals last as long as they do. Remember, too, that gaskets and seals will not last nearly as long in a car that sits as in a car that is driven regularly. Taking time to inspect gaskets for problems will save you from bigger problems later on.

TECH *Tips*

Why Gaskets Fail.

Just because you rebuilt your engine do not expect the head gaskets to last for as long as you own the car. Head gaskets fail for a number of reasons. If a head gasket fails it is critical to find out why before installing new ones. Head gaskets can be very difficult to replace and you want to do this job as infrequently as possible.

Normally, head gaskets do not fail because of some problem with the head gaskets, themselves. Some of the reasons why they fail are: the engine overheated, the gasket was destroyed by severe detonation, the car was left for an extended period of time not running and the coolant corroded the gasket, or the installation was not done correctly.

In the case of incorrect installation, there are several possible mistakes: The head bolts were not tightened in the right sequence or they were not retightened after a prescribed number of miles, say the first 1,000 miles after installation. Torque was not done to the manufacturer's specifications. Old headbolts that should have been replaced were reused. A sealer was applied to the gasket that should not have been applied. The heads were not resurfaced before they were replaced.

When you are dealing with a blown or leaky head gasket, inspect the surface of the head and the block for flatness and proper surface finish. You can check flatness by placing a straight edge on the face of the head or the block, then use a feeler gauge to check for any gaps under the straight edge. If the amount of warpage exceeds the following maximum limits, the head or the block is not flat enough to hold a good seal, and therefore should be resurfaced.

The finish on the head and the block should be 54 to 113 RA microinches (that is 60 to 125 RMs) with a recommended

TECH Tips

Disc Brake Option 1961-64 Lincoln Continental

By Arthur Apple

Until now, owning an early sixties Lincoln Continental with the safety and security of a modern Lincoln's stopping capability and equipped with power front disc brakes has only been a dream. Stopping a three ton automobile equipped with questionable condition four-wheel drum brakes, 35 years old, has been a push, pray and wait and see proposition. This is especially so in rain or at high temperatures or when descending mountain grades where brake riding is common.

The following is a step by step process to convert your drum brake system on the front wheels to disc brakes using the 1967 thru 1969 Lincoln dual master cylinder and Bendix power brake booster technology. The parts needed are as follows:

- 1965 to '69 disc brake spindles.
- 1965 to '69 disc brake rotors and matching bearing.
- 1965 to '69 disc brake hydraulic calipers.
- 1965 to '69 front brake hydraulic flex lines in either O/E configuration or conversion straight replacement lines NEW.
- 1965 to '69 brake master cylinder assembly NEW.
- 1966 to '69 power brake booster (Bendix) REBUILT.
- Standard brand starter motor bushing #4265 or equivalent
- Nylon plastic power brake rod bushings 2 (eyelet).
- O/E shoulder bolt from O/E power booster rod eyelet.
- 1965-'69 premium disc brake pad set.
- Disc brake cylinder rebuild kits if rebuilt calipers are not used.
- Edelman brake lines--#312 ST (1)
- Edelman brake lines--#320 ST (2)
- Edelman fittings--201200 (1)
- Edelman fittings--120300 (1)
- Edelman fittings--120320 (2)
- NIEHOFF brake light switch

(hydraulic) (1).
DOT #4 brake fluid-- one (1) quart.
Vacuum hose--two (2) feet x 7/16".
Pressure differential valve and pressure metering valve, all from a 1967, '68 or '69 parts car.
6" wide by 12" long by 3/16" thick steel plate.
Miscellaneous 5/16" nuts, bolts, washers, and lock washers.

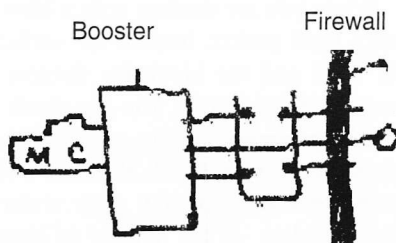
Now you are ready to start the job. Have all your parts and material clean, reconditioned, and or new and ready to go. Raise the car and set on high jack stands. Remove front brake drums, spindles and flex lines and set aside. Install disc brake spindles, rotors and bearings, calipers, new disc brake pads and new flex lines to metal brake line at bracket.

Remove O/E master cylinder and power brake booster assembly after disconnecting booster rod eyelet shoulder bolt under dash. Save eyelet, shoulder bolt and nut.

Cut two 6" long by 6" wide metal strips. Do a double fold on each strip to form a U shaped bracket, so you will have two brackets. Each bracket will look like this:



Drill each bracket so the holes will fit over booster studs on one leg and holes on opposite leg to hold 5/16" x 1 1/2" bolts for insertion into firewall for mounting as shown in the illustration below:



The brackets are used to space brake booster 2" forward of the firewall for proper pedal height. The 5/16" x 1 1/2" bolts need to be welded to the brackets so that flat bracket faces will mate to flat firewall bolt brackets to booster. Then install

booster and bracket assembly to firewall, installing nuts and washers from passenger side of firewall. Cut starter bushing down to just cover shoulder of booster rod connecting eyelet. Fit nylon sleeve bushings over bushing on bolt to match its size to rod eyelet inside diameter (ID). Install and tighten. Install new master cylinder to booster, following the valve and line location and hookup for a 1967-'69 Lincoln. Position your components accordingly, and mark mounting hole location for drilling and mounting. Leave things loose for ease and flexibility of installation of lines. If old lines from parts car are not rusted, some can be reshaped and used for this job. Use new metal brake lines where additional length and bends are needed. Run two new lines from pressure control valve to rear brake line connection block (brass, three port). Line from PCV goes up fender wall to splitter block (brass). Second line goes from splitter block to rear wheel connecting block. Third port on connecting block gets plugged with flared plug. Back at splitter, the third port gets the screw in brake light hydraulic switch. Mount down splitter down below at the A frame cross member, remove old style brass brake line splitter and install pressure metering valve. Hook up metal lines from both front wheels and one from pressure differential valve. Fill brake master cylinder with DOT #4 brake fluid. Go back over all brake line fittings and connections and tighten. Open brake bleeder screws at hydraulic calipers. Install extension hoses on bleeder screws to avoid fluid contamination on brake pads and rotors. In the event the fluid won't gravity bleed through the system, use a second person to pump bleed or use a power bleed system at the master cylinder. Then at the rear wheel connector block on fender, then at both front calipers. A final bleed at four wheels and a brake inspection, with a brake adjustment of the rear brake shoes should complete the job.

Prepare yourself for a new driving experience you never thought possible from your early sixties Lincoln Continental braking system.

Cleaning and Repairing Plastic Gauge Lenses

by Bob Blevins, Yuma, Arizona.

The best way to spruce up an old dash gauge is to clean and polish the plastic lens. Most will look like new and will especially shine at night. For a quality job, you will need to remove the lens from the gauge housing in order to get to both sides and be able to polish along the edges of the plastic.

Step 1- Cleaning: Clean both sides with a product like *Windex* and don't use too much and don't let it soak. A quick spray and gentle wipe will usually be enough. This is only the initial cleaning, there will be more later. The problem you will have on plastic gauge lenses is the indented white lettering- the lettering will smear as you clean. Remember that this is probably the first time in 40 years that water has touched the white lettering. On almost all gauge lenses the white lettering is in embossed, concave depressions molded into the plastic. In many cases, the lettering has faded, yellowed or flaked away.

The solution is to get most or all of the old white lettering paint out of the molded depressions and fill in with fresh white letters, dots and numbers. In every case I have encountered the old factory white lettering is water soluble. Never, ever use any cleaning fluid, paint thinner, or abrasive cleaners on the plastic. Don't use anything more powerful than water-based cleaners and a toothpick to get it out. No metal picks or abrasive brushes. Usually the

paint comes right out. Again, don't soak it in soapy water, this could lead to permanent clouding of the old plastic.

Step 2- Repairing: Replacing the white paint is where I have discovered the key to success (and minimal frustration) when rejuvenating lenses. The secret is not to use paint. Get a tube of DAP ALEX PLUS Acrylic Latex Plus Silicone in the caulking department of any hardware store. Other brands may be okay but the DAP ALEX is cheap, available, and it works. It comes in several colors, the one you want is "Brilliant White".

The reason I recommend this particular product? Since this caulk (unlike pure silicone) is water-based, you can correct your errors over and over again with a wipe of a wet paper towel. The caulk is bright white, doesn't run, fills in even the tiniest spaces, won't shrink, and sticks well when dried. You only need a drop of the caulk to fill in most lettering. Press it in with your finger and wipe off the excess.

Step 3- Polishing: Usually there is no need to polish the inside of the gauge lens but the exterior side will greatly benefit. Again, I recommend a particular brand because of the great results - but other brands may be just as good. I use the *Novus* Three-Part Plastic Scratch Remover and Shine. Three little bottles for a simple three step process. It only takes a few drops of each and the lens is close to new. The *Novus* products are perfect for old taillights too. While you have access to the actual gauge face and needle - and as a final step before reinstalling the lens - take a look at the gauge face and give it a light

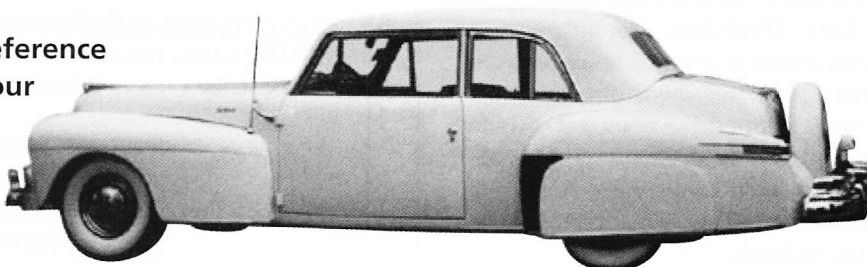
dusting with a small clean dry paint brush and maybe touch up the gauge needles with a little paint if they are faded. I don't recommend getting the gauge faces wet at all since you might smear the (normally) white painted dots on the black background. Be careful not to "over-clean" the gauge faces/needles or you might have just created another project! Go slowly and be careful. You will be pleased with the sparkling results. Install your rejuvenated plastic lenses over your now dust-free gauges then wait until night time to turn on your dash lights to see what you've been missing.

On a related note: While you are at the hardware store, also pick up a tube of DAP ALEX PLUS Acrylic Latex Plus Silicone BLACK Caulk, it is perfect for stopping leaks in your car's tired old rubber windshield/rear window weather stripping. The old weather stripping shrinks and cracks-causing the seal to fail. If you cut the caulk tube to the smallest tip, you can jam it into suspect spots and force the caulk in. And unlike pure silicone sealants, this stuff cleans up with water, dries to a dull finish (almost a flat black

like the weather stripping) and it is paintable if necessary. The maker claims it has a 35-year durability and since most of us don't leave our cars out in the sun and rain, the caulk should hold up longer than we will. It is a cheap and easy fix and of course you can use the rest of the tube of caulk around the house to seal cracks and gaps.

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What Brakes?

Herb Scheffer, Clearwater, Florida
From Continental Comments #199

Brakes have to be one of the most important and least looked after areas of our beloved Lincolns. Whenever I get a call for front end, and sometimes rear end, sheet metal and/or chrome, it seems that nine times out of ten it has something to do with brake problems.

What about those very expensive brake drums and rotors damaged, if we're lucky, or destroyed, if we're unlucky, by frozen brake cylinders or dragging calipers or stuck emergency brake cables? "How could" or "Why do I have a problem? Why, I just had them done a few years ago", or "My local mechanic just looked at them last week (or last month, or a year ago) and said they looked fine.

Brakes require as much care and pampering as our car's lovely exteriors and interiors. They must be paid attention to. Your life and the lives of other people who share the road with you depend on it. Once you get your braking system in shape, it's not particularly hard to keep it working properly. Pay attention to how they're working, how they feel, as you drive. If anything changes: the wheel tries to pull you left or right, the pedal feels harder or softer, the car is harder to stop, brake chatter, squealing, sticking (not releasing immediately), strange noises, anything, have them checked. Check the fluid level in the master cylinder often. If you have to start adding brake fluid you have a problem.

If your car has sat up for even a year or two since the brakes were redone, have them checked completely. Brake fluid is water misable, it absorbs moisture. Water rusts metal, brake fluid is corrosive. Generally, metal brake lines rust (corrode) from the inside out, especially at low spots in the lines. Often those neat little springs wrapped around your metal brake lines are a perfect place for mud, dirt, salt, and water to sit for all those years and corrode the metal lines, (and they do). Flexible brake hoses tend to dry out and crack both inside and out. They get rotten and can clog and/or break.

Brake wheel cylinders and calipers tend to have rust build-up around the seals and pistons that can interfere with the piston action, or make them not work at all.

Often the seals leak and the rust and moisture damage the seals and brake fluid covers the brake shoes or disc pads. Loss of brake fluid in the master cylinder affects stopping. The buildup of moisture in the brake system affects stopping. Master cylinders tend to leak out of the back seal and must be checked by removing the master cylinder from the power brake booster. Moisture, dirt, grime, damage, etc. can cause the emergency brake cable to stick or even not work at all. They should be checked, lubricated and adjusted regularly.

There may come a time when your emergency brake system will be the only thing that saves you from disaster.

A brake system should not be just looked at, it must be thoroughly examined. Keep in mind that the standards for examining a mature car are

not the same as the new or young auto.

I recommend a thorough inspection of all components at the start of every driving season. I am also a proponent of bleeding the entire brake system completely once a year, (both conventional DOT3 and Silicone). It removes a large amount of water and rust particles that tend to build up in the system. Does it help? You bet it does! So please, do yourself a favor, get your beauty's brakes in shape and keep them in shape.

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Sixties Window Motor Replacement The Easy Way Continental Comments #168

Here is a shortcut to window motor replacement the way the professionals do it. (Not the way Quincy Quimby does it in *Continental Comments #166*.)

To change the power window motor or the gear proceed by first removing the trim panel, then the waterproofing panel exposing the inner (steel) door panel. Locate the window motor near the bottom of the door. On one end you will find an aluminum housing. In this housing there will be three small bolts with 5/16" heads and one phillips head screw. The heads of these bolts will be very close to the inner door panel. Therefore, it is usually impossible to see all of the bolts and difficult to feel them. Estimate the feel by the approximate location of the bolts. (They will be located in a triangle.) Drill a 3/16" or a 1/4" hole through the steel door panel. (If you miss the head of the bolt don't be concerned as extra holes won't hurt.) When you have located all three bolts enlarge all three holes to 1/2" or larger. With a 5/16" socket remove them, unplug the electrical wire and remove the nut on the opposite end of the motor which attaches it to the bracket. Remove both hands from the door and pry the motor loose with a screwdriver.

You will notice that the window will remain stationary (unless something else is broken). No spring will snap at you (and no danger). Remove the motor from the door and place it on the workbench. Remove the one phillips head screw and take the gear out. Repair or replace whatever is bad and reassemble. Repack the gear cavity with Molly-Lube and place the assembly in position in the door and start all three 5/16" headed bolts and snug them up with a 5/16" socket and *lightly only*.

Plug in all electric plugs to the motor and door switches into the trim panel, turn the ignition key on and "bump" the door switch. (This will make sure that the gear teeth get engaged.) Tighten up the bolts and the nut fastened to the bracket and install the trim panel. Next, look at your watch. You will be surprised to find it only took you an hour to do the whole job.

Note: All late model Ford products have the inner door panel "dimpled" at the approximate location where you should drill the three 1/2" holes, newer ones already have the holes drilled.

Incidentally, all window gears and seat gears should be packed with Moly-Lube (a black graphite based grease). Use this only or an equivalent.

Here is something worthy of mentioning for diagnosis only: If you have a problem with power windows, turn the ignition on and carefully watch the interior lights while you move the window switch back and forth. If the interior light does not dim, the problem is in the window switch or you have a bad connection. If the light does dim (in both directions) but the motor does not spin, the problem is in the motor. On many cars it is possible to loosen the lower portion of the trim panel. Lift it back sufficiently to strike the motor one or two blows with a small hammer. Eighty percent of the time this will cure the problem. If you operate the switch and the

motor spins but it doesn't move the window or the window jumps or shudders the problem is the gear. If the window goes up and down but is very sluggish and slow you most likely need a new motor.

Wayne Fee,
Montclair, California.

Editor's Note: In our sixties Lincoln Continentals that are not used frequently windows and motors get sluggish. It is a good idea to operate all four windows plus the window vents once a month. If the window tracks and pivot points have not been greased since the car was new the grease will eventually get like peanut butter and the windows will operate very slowly or not operate at all. In this event it will be necessary to remove the entire mechanism, clean out all of the old grease and apply new grease. Often, faulty window motors can be replaced with good used motors that have been taken from parts cars years ago.

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John M. Reinhart

* Chief Stylist-Special Products Division

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1961-65 Lincoln Transmission Maintenance and Rebuilding

1961-65 Lincoln transmissions are referred to as Large Case 'Cruise-o-matic'; 1958-60s are also named the same, and, although they are of similar construction, they are not interchangeable, and have quite a few different parts.

Frequent fluid and filter changes are a must, but band adjustments are necessary to prevent failure. If you have experienced a problem, a few quick checks should be made before condemning the unit.

1) FLUID - Is there enough? Is it burned?

2) If not burned, did it leak out externally or go into the radiator via a bad transmission cooler in the radiator?

3) Did you check the manual linkage for failure?

4) Pull vacuum line off the modulator; if it leaks out, the diaphragm has failed; replace immediately.

Now you need a professional to deter-

mine the problem. These transmissions are not overly complicated, however, very few current transmission rebuilders have a familiarity with them, and there are a few noteworthy issues when rebuilding them.

1) Parts are becoming scarce, especially band and drums.

2) These units are equipped with brass friction clutches. Make every effort to find the friction type, as the fiber style is not as good.

3) Make sure the clutches are installed properly; the clutches are curved, and care must be taken to install facing the same way, otherwise they will bind up; the car will move forward in neutral, but bind up in reverse.

4) Clutch pack clearances are critical; refer to the manual for proper specs.

5) Lastly, flush cooler lines and have the radiator boiled out to remove debris from the transcooler. If you don't perform this step, your newly rebuilt transmission will fail immediately.

If you have any questions call me at 612-521-3537.

Jeff Eisenberg, Minneapolis, Minnesota

1933 KB or 1932 KA

First, as one who was a member of the LCOC in the late '50s and during the '60's-'70s, I must compliment you on the current publication quality vs that period of history. Dr. Ruth would be proud.

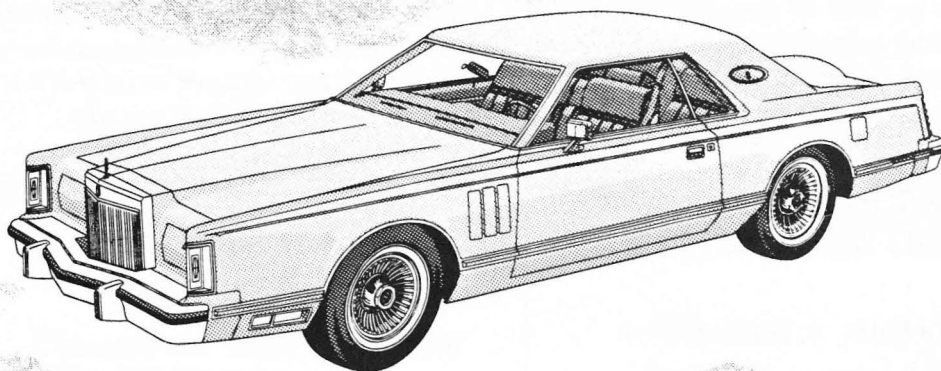
With that in mind, it is with respect that I point out a perceived error on Page 21 of the *Continental Comments* #257.

The footnote to the photo refers to the older Lincoln as a 1933 KB. Based on my experience over the years, it looks to be a 1932 Model KA. All the marking are such as the radiator shell and red hub cap medallions. Others may/may not observe and comment on the above, in which case you may wish to revisit this page for future reference.

The hard work and dedication reflected in today's Club management and editing surely doesn't go unnoticed by the many members of this group.

*Kindest regards,
Jim Brannon,
Olive Branch, Mississippi*

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1963 Lincoln Continental

A History Lesson.

By Linda A. Davis, Oxnard, California.

My friend Lee buys and partially restores classic Mustangs, preferably 1968s. His wife and I have been friends for nearly 30 years. I was at their house visiting in 1994 when Lee said to me, "Linda, I guess you wouldn't be interested in a 1963 Lincoln Continental?" I said, "No, I guess that year didn't have suicide doors." He said, "Sure it does!"

Doesn't everyone have a favorite dream car? A suicide door Lincoln Continental is my dream car. I don't know why. Our family has never owned a Lincoln and, to my knowledge, I have never ridden in a Lincoln. No matter. A dream car is a dream car.

This 1963 Lincoln Continental comes with a history and a pedigree like no other. The odometer had around 75,000 original miles on it when I bought it. I am only the third owner in 32 years. The history lies in the previous owners.

The car was purchased new by George C. Page. That's George C. Page of the George C. Page Museum of La Brea Discoveries in Los Angeles, California. The story is that Mr. Page purchased the car for his wife. On October 4, 1968, Mr. Page sold the car to Fred Christian of Los Angeles. Fred Christian was responsible for starting radio station KNX in Los Angeles. Fred died and left the car to his

wife, Tillie. Tillie lived to beyond 90. At her death, the Lincoln became part of her estate which was managed by her brother, Ed Woytisek. Ed was my friend Lee's stepfather.

When Tillie died
beyond age 90, the
Polynesian Gold
Lincoln Continental
slowly came around to
its present owner who
calls it her *dream car*.

I bought my dream car on June 10, 1995. Aunt Tillie lived in West Los Angeles. She had stopped driving a year or so before her death. The Lincoln was always garaged. Tillie's garage was behind the house and the driveway was so narrow that the Lincoln slipped through with only inches to spare on a side. Even Tillie missed once because the left rear quarter panel was slightly dented. The paint was oxidized and hard to distinguish. The manual said "Polynesian Gold". Sure.

I drove about 55 miles to bring it home. Two tires were bias ply and two were radi-

als. That and steering that badly needed adjustment made for an interesting drive up the California coast highway. I fought to stay in my lane! No matter; I was driving my dream car!

Over the past two years I have put some work into the Lincoln and had it painted the original color. I have cleaned the interior leather (pearly white) but the front seats need new material. Aunt Tillie used a booster pillow which shed its insides all over the leather. The carpet is in fair shape; a tear here and there. The other leather and the interior chrome and headliner are in good shape and polished up brilliantly.

The interior rear view mirror was fogged over so I put new glass in. Otherwise, my dream car was perfect.

Restoration of this car is not my goal. I bought it to fulfill a lifelong dream. I drive it weekends and take small trips close by. My bassett hound, Elcee, loves the wide door fenders for hanging out and letting her long ears fly in the wind. I will nickel and penny this car as long as I can. My mother said I could probably arrange to be buried in it if I want.

I wrote to Mr. George Page last year but did not receive an answer. I have yet to visit his museum. I have the 1970 press release celebrating the 50th anniversary of KNX, Los Angeles' first radio station. The Lincoln's radio, however, is tuned to a local AM station which plays '50s to '60s rock and roll and pop music. I love to drive down the street and watch people gawk at my "boat" and ponder the location of the rear doors.

In conclusion, then, the lesson of history to be learned is this: Never give up on a dream. Every now and again, dreams do come true. When they do, cherish the moment in time.

Above, Linda Davis' 1963 Lincoln Continental Sedan. Below, Ms. Sophistication in the 1963 brochure.

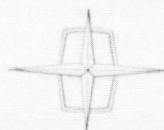




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1955 Lincoln Capri
Convertible...
Some Due Respect

Last of the Road Race Lincoln body styles, the 1955 Lincoln Capri proved more "glitzy" than the three previous model years; exhibiting a face lift with more stainless on the rear quarters, reverse slant tail lights, a new sleek horizontal grille, and a stunning 24K plated hood ornament. Despite this, and even with Ford's new Turbo-Drive automatic transmission and larger 341cid 225 hp engine; 1955 sales were low at about 27,000 units (convertibles at less than 1,500). The reasons being basically three: everyone knew 1956 would be totally redesigned; and despite the majority of the other automakers, the 1955 still lacked the wrap-around windshield and 12 volt system.

Two of Lincoln's new colors for 1955 were Cashmere Coral (peachy/pink) and Palomino Buff (gold/tan). With a coupe in the tan, and a convertible in the pink, this collector could not be more content. Although some parts are reproduced for the 1955, most have to be found NOS or excellent used. Restoration is not only an expensive venture, but without a network of other 1955 owners, it could prove frustrating.

With all due respect to the 1956 and 1957 Lincoln owners, who believe style-wise there's nothing better; this dual 1955 owner proudly disagrees.

Tom Griffith,
Madison, Wisconsin.

'63 Lincoln Continental
Tile Car.

It has been a while since I have been active in LCOC but I always enjoy *Continental Comments*. Unfortunately I have missed meets these past two years and hope to remedy same in the coming year. Here is a postcard from a great Wisconsin tourist spot, House on the Rock, located in Spring Green, about 30 miles from Madison. You may know about it, have already been there, but if not it is something one should see.

I took several pictures (still in the camera) but the Transportation Building is being remodeled at present and I could not get the best shots I wanted. Thus, I was happy to find a postcard; like no one would believe me otherwise.



You might be able to insert a little by-line about this piece of art (?) or whatever you want to call it. As you can see from the interior; it is a Lincoln.

Dick Nelson,
Chicago, Illinois.

In Memory of Christine Marie Van Der Woert.

Christine Marie Van Der Woert, known to all her friends as "Tina" departed this life on December 8, 1997 following an automobile accident near Hathaway Pines, California. She had been involved with cars and especially Lincolns ever since her 18th birthday when she gave herself the gift of a 1951 Lincoln Cosmopolitan sedan.

She married John Van der Woert in 1989. In 1990 they moved from Alameda, California to Mokelumne Hill where they planned and hosted a tour of the Gold Country for Northern California LCOC members. They were restoring a house when John died in 1996.

Tina is survived by two brothers, Patrick Neylen of Dayton, Nevada, and Jim Neylan of Concord, California.

Ruth Boruck and Peggy Ritchie.

TECH *Tips*

Replacing Rubber Covers on Sixties Window Switches.

While recently repairing the power window switches on my 1965 Continental, I found that the rubber covers which seal the switches from dirt and moisture had dried and cracked to the point that they were essentially useless. In each case, replacement seals were needed. After spending several days fruitlessly searching for a replacement material, I found that locating a suitable rubber membrane that was *thin enough* was not as easy as I first thought. Finally, I found a replacement in the form of fuel pump diaphragm material. It is not quite as stretchable as the original since it is re-enforced with nylon, but it is thin enough and much stronger than the original. Basically, a piece is cut which will just cover the switch with about a 1/8 inch overlap. The overlap at each corner should be trimmed away so that an overlap flap remains for each side of the switch. The overlap "flaps" can be glued to the switch body, but I did not find this to be necessary. Then using a razor blade, a slot is cut for the switch toggle. The switch and its new rubber seal are then pressed back into the switch bracket with the little metal "keepers" in place. The repaired seals are as good as new and the appearance is excellent. I found fuel diaphragm material at KATCO RUBBER in Independence, Missouri. For \$10 (which is the minimum order) they will send you about a square foot of material which is enough to repair a couple of dozen switches.

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*Tom Cason,
Stilwell, Kansas.*

60s Power Seat Troubleshooting.

The six-way power seat in my 1962 sedan had become sluggish. I figured it was from lack of use since I rarely drive the car. Eventually some of the "six ways" quit and I heard the seat motor spinning much faster than when under a load. When disassembling the gear box (transmission), I found that one of the three nylon driven gears had stripped from not engaging fully to the steel drive gear. I assumed that the solenoid which pulls the nylon gear into position had stuck and didn't get the gear in place in time. If the gears are not meshed correctly, then one or more of them might strip. I thoroughly cleaned out all the old grease and all the old gear teeth so as not to have anything else jam in the future, then relubricated and reassembled the transmission with a replacement nylon gear. The seat seemed to work better for a while then intermittently stuck again, finally quitting and having stripped my new nylon gear - exactly like before.

By examining a spare power seat gear box from a 1963 sedan, I noted some differences that helped me solve the problem. Most importantly, there was a larger blob of solder at each solenoid's electrical ground. When I tested my 1962 gear box in the dark (installed in place, still under the seat), I observed some arcs of electricity where the extremely tiny ground wires of each solenoid were sloppily soldered to the gear case. If you just visually inspect the soldering - it appears to have a good connection - yet there isn't! I cleaned and resoldered the ground wires from all three solenoids plus made sure each solenoid's positive screw terminals/connections were clean and tight. I again removed all the grease, which was full of gear bits. I reassembled the gear box once more, carefully noting the correct positioning of the color-coded gears. The two white gears mesh one way and the one red gear meshes the opposite way. It is important to make note of this when initially disassembling the transmission.

The true problem had not been a stuck solenoid but an absence of sufficient electricity to energize the magnet enough to pull the gear all the way into position. Also I noted that the 1963 solenoid's positive terminal screws are much

shorter, I assume to avoid possible electrical shorting if the terminal is accidentally bent, a possibility if someone attempted to use the underseat space for storage.

Fortunately - the motors, gear boxes and switches for the seats were used for many years on a variety of cars, so parts are available. I feel that probably the cause of the most frustration on these 60s Lincolns after 30 plus years is poor electrical connections, sometimes when you wouldn't think it would matter. Even if the ground looks good - take it off, clean it and whatever it is attached to, then make a solid reconnection.

*Bob Blevins,
Yuma, Arizona.*

Always Carry an Extra Inner Tube.

I've owned a 1948 LC Coupe since 1984. By the time we get back from GOF VI in Springfield, Missouri we will have driven it about 40,000 miles. So far, three flat tires. One tube seam failed, one barbed-wire puncture, and a nail. In no case was I able to get it repaired. Since the advent of tubeless tires, you'll play hell finding anyone with the knowledge or equipment to patch tubes. A tip to owners of tube-type cars: carry an extra tube in the fly-away-kit. 1940 thru '48 Continentals should even consider a complete spare tire. There is NO WAY the tire cover can be removed without scratching it.

At the risk of sounding like a commercial, I also strongly recommend the Triple A Plus 10 card. It guarantees sending a "roll-back" and will take your car up to 100 miles (maybe it's 200 miles) at no extra charge. Paid for itself many times over when, in the middle of nowhere at 70 mph, the generator pulley fell onto the fan and they both went thru the radiator. It was a long way to Kingman, Arizona.

Won't be long before we begin to play with our cars again. As you probably know, I drive my 1948 LC to all of the meets where it is shown. Almost 40,000 miles so far. Two flat tires in the process.

May I suggest that you also take an extra set of car keys. I went through that hassle at Grand Canyon, Arizona.

*Jim Cubbison,
Germantown, Maryland.*

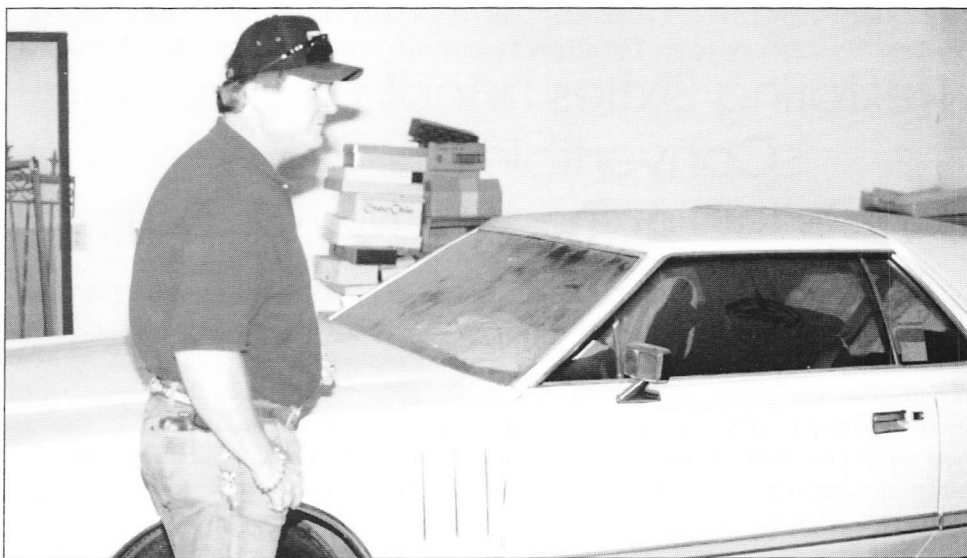
because the package tray area is still light blue as are the door jams. We were told that Roy had asked "uncle" to repaint it, and didn't find out until after it was done that "uncle" was color blind! No one could find the keys to the car, so we couldn't look under the hood. We were then taken to the Rogers' ranch to look at the second Lincoln, which is a 1979 *Collector's Series* Mark V. Roy's son, Dusty (Roy Rogers Jr), told us that it was Roy's last car. It was parked in the garage, and hadn't been run in some time, but it looked to be in pretty good shape, although it was very dirty. It is white with light blue trim, a blue pinstripe and a gold grille. The paint looks to be original and is in good shape, as is the rest of the car. The interior is royal blue and also looks to be in good shape. The Mark V has about 75,000 miles on it. Dusty told us that when Roy first got the car it was too long to fit in the garage, so he rammed the back end of it into the back wall of the garage until it fit just enough to close the garage doors. Sure enough, when we went to the rear of the garage, the bumper guards on the car lined right up with two indentations in the sheet rock! I guess that's cowboy ingenuity for you.

Roy Rogers was apparently a lot different in person than his on screen personality showed. In person, Roy was a very private person, and he did not easily display affection, even to his children. He was very concerned about his children, and he and Dale tried to raise them as normal kids, with regular household chores to do. As teenagers, they worked, and the money they earned had to be saved until they were 18, and they didn't get fancy clothes.

Dusty also told us about some of Roy's "adventures" in the Mark V. It seems that Roy only knew one way to drive, and that was with the speedometer pegged. In other words, he liked to drive fast, wherever he was going. One day in the mid-1980s Roy was driving the Mark V over Cajon Pass on Interstate 15 heading towards San Bernardino on his way to the Los Angeles area. He was going his "normal" speed, with the speedometer pegged, when he was pulled over by a California Highway Patrolman. The officer got out of his car and walked up to the driver's window. Roy put the window down and the officer asked for the usual license, registration and insurance papers, which Roy handed



Above, Roy Roger's 100,000 mile 1964 Lincoln Continental convertible. Originally blue, it was repainted bright yellow by a color blind friend. Below, Dusty Rogers (Roy Rogers, Jr.) with Roy's 1979 Continental Mark V Collector's Series.(John Malta photos.)



him. Next, the officer asked Rogers to get out the car. Roy was a little puzzled, but he got out of the car. It so happened that the officer was a very tall, burly highway patrolman, much bigger and taller than Rogers, who was of slight build. Without warning, the officer grabbed the stunned Rogers, picked him up off the ground, and hugged him in a big bear hug of an embrace. After Roy was safely back down on the ground, the officer told him that he had wanted to do that since he was five years old and watched Roy on TV! The excited officer went on to tell Rogers that he wouldn't dare give him a ticket, because if the guys at the station house found out that he had given a citation to Roy Rogers they would run him out of town. Rogers sort of recovered his

composure, thanked the officer, got back into his Mark V, and drove off very slowly, at least until the officer was out of sight, and then he pegged the speedometer again.

Since hearing that story, every time I hear the theme song from Roy's TV show, *Happy Trails To You*, I picture Roy driving down the freeway in his Continental Mark V, the speedometer pegged, with a California Highway Patrol officer in hot pursuit. And, after a surprised Roy gets "hugged" by the officer, instead of getting a ticket, I can just see Roy calling out to the officer as he speeds away, "Good bye, good luck, and may the Good Lord take a liking to you!" Well, if he didn't say that, he sure should have!



Nick Kralj's 1964 Lincoln Continental Convertible photographed at the 1998 Western National Meet, Albuquerque. The original owner was President Lyndon Baines Johnson.

Restoring Sixties Lincoln Continental Convertibles for Show.

Interviews at the 1999 MANM, Dallas.

At the 1999 Mid-America National Meet in Dallas, Texas there were seven '60s convertibles entered. *Continental Comments* interviewed the owners of five of these cars asking them how their cars were restored and many other questions pertinent to the showing of their cars.

While we found that the owners expressed many different views, a few things they all agreed upon were: next to the Classic Lincolns of the '20s and '30s, the '60s convertibles are the most difficult of all Lincolns to restore. The restorations are so costly that you cannot yet get your money out of a convertible restoration, although the prices are going up. The sedans are prohibitively expensive to restore, so much so that you should always look for the good original car or a car that someone else has restored as opposed to doing the restoration yourself.

Gordy Jensen's Yellow 1961.

Gordy Jensen entered a yellow 1961 Lincoln Continental convertible which is the companion car to the 1961 Lincoln Continental sedan which won the Elliston

H. Bell Founders Trophy at the 1997 Mid-America National Meet in Houston, Texas. Both cars are the same color yellow, have the same black interior and are equipped with the same accessories. Gordy also has another 1961 Lincoln Continental convertible with a consecutive serial number to the yellow convertible.

There are many avenues of approach to restoring '60s Lincoln Continental Convertibles for national meets. Ask a few questions to owners and you will get many different answers.

The yellow 1961 convertible was purchased by Gordy in Spokane, Washington about 10 years ago. It was a solid original car which had not been driven in several years. Gordy bought the car in January and drove it back to Minnesota. He bought the car because he liked it, having passed up several others that were in better condition, but this car had no rust and

it was able to make the 2,000 mile trip.

Continental Comments: Do you avoid the real rough car or will you tackle anything?

Jensen: I'm kind of a resurrection guy, if they are not rusty I will take them. In fact, I have a lot of cars that I have bought for \$1,000 or \$2,000 that I restore totally and they really do come back from the dead. But I won't start with a rusty car, that's one thing that I don't do.

Continental Comments: Then you don't necessarily buy a really nice car to restore.

Jensen: Oh no, in fact I have hardly ever restored a nice car. I also buy donor cars. For this convertible I had a 1961 sedan.

Continental Comments: What are the most difficult parts of a '60s convertible restoration?

Jensen: The trunk lids are very hard to get. Even in a dry state like California or Arizona they tend to rust out in the ribs. The only real way to correct this is to run them through the dipper so you can see the cheese holes. Then you weld them. Then we pour a metal etching primer in the ribs. We have never had to dip the whole body, just the trunk lid, the doors sometimes, and the hood.

Taking the car apart is quite a task because these cars really are not made to be taken apart. We take apart everything, every piece of metal, glass, rubber, etc. It's really a lot of effort to take them all the way down to the bare frame. I think that very few people take them all the way down.

You have to take a lot of time making the body parts fit right.

This is the first one where we have done all of the rewiring. On this car we sent out all of the wiring looms to Narragansett. It was a \$5,000 ticket to do all of the rewiring. The wiring on these cars is nearly 40 years old. When the cars come from parts of the country with extreme climate change the wiring gets brittle, and you break a wire after the car gets done you have to take everything apart again. I have not done the wiring in the past because I have found cars that were smashed but had good wiring. If a car has been stored inside and has not been out in the weather, especially if the car has not baked in the hot sun, then back to cold winters, year after year, then the wires

aren't so brittle and will last longer.

Continental Comments: Do you think that 1961 is the poorest year from a quality standpoint because it was the first year of the convertible and the first year of an all new body?

Jensen: No, I don't think it is fair to say that. 1961 was the first year of nine years of suicide door cars, and there was certainly a learning curve. The other thing about the '61 which is related to that is that they changed the car within the '61 model year. The early 1961 cars were not the same as the ones at the end, and there were all kinds of things that they changed as they went along. It was nice that when I did this car I had another one that was one car behind it on the production line.

I am sure that these Lincoln Continental convertibles in the '60s are the most complicated cars that anybody restores because of the hydraulics and the electronics and the tops and the rear windows. The options also make these cars difficult to restore. There is a power tilt wheel on the '64s and '65s, and the cruise controls are very hard to get to work.

Continental Comments: What do you think is the maximum that one of these cars is worth today when it is restored?

Jensen: Well, I have had some wrestling matches with the insurance company because they just look at the auction sales prices and they are low. But we know that there are private sales where the cars have sold in the \$40,000-\$50,000 range. When someone buys one of these cars in that price range he should call up the publishers who make up these price guides. Then he should send them a bill of sale and a cancelled check. Then they will start to take notice and move the prices up in the price guides. I think that the price guide prices will start to go up here in the next five years, especially if the economy keeps clicking along. People want these cars, they are very attractive. I think that the 1960s Lincoln Continental convertibles are the Duesenbergs of the 21st Century. I would also advise sellers to send their cars to Chris Dunn in Florida. He gets the highest prices. He sold a 1964 convertible for \$39,000 within the last year or two, and he sold a 1961 convertible, which was a nice original car, but not a show car, for I think \$38,000.

Continental Comments: Are you planning to buy any more?

Jensen: Well, I would if they were the right price, although I have so many now that I can't restore all of them. I just bought the 1963 sedan out of the Donald Weesner estate and that car only has 7,000 miles. I think I have nine that are restored, and counting the unrestored ones I think I have 38 convertibles.

Charlie Barnette's Triple Black 1962.

A philosophy of keeping them mostly original was expressed by Charlie Barnette who brought a triple black 1962 convertible from Texarkana, Arkansas. He bought the car in 1994 at the Barksdale Air Force Base in Shreveport, Louisiana. The car had been owned by a lady for about 20 years. Originally the car was white, but it had been repainted a banana yellow.

He decided to paint it Presidential Black in honor of President Kennedy who was so closely associated with these Lincolns. Charlie Barnette's car has a Washington, D.C. plate on the front

because Kennedy had a 1964 Washington plate on his 1961 at the time of his assassination. The special registered plate on the back reads "Camlot."

The motor has been completely redone, the car has been repainted black, the interior is original, the black top is from Baker's Auto.

When Barnette bought the car is had under 100,000 miles and was in good condition. While some others might have gone through the car completely, Barnette chose to do only what had to be done to make the car a dependable driver which can win awards. At the meet in Dallas the car took a Primary 2nd, coming in right behind Gordy Jensen's 1961 which took a Primary 1st.

Barnette believes that when you take the car all the way down to the bare unibody, such as Jensen did, you lose some of the originality. Barnette made a special observation about the whitewall width. In 1961 the correct whitewall width is 2 1/2", in 1962 there was a 1" option and in 1963 there was only 1".



Above, Charlie Barnette's triple black '63.
Below, Gordy Jensen's yellow '61.





Kurt Wetterling's White 1963.

Some will tell you to start out with the best car you can find. Others say the condition really doesn't make any difference as long as the car is rust free. Kurt Wetterling, Arlington, Texas started out with a rough one.

Continental Comments: Tell us what this car was like when you bought it.

Wetterling: In 1993 a friend of mine had purchased an estate at Possum Kingdom Lake. The estate was full of furniture, food, boats, cars, trucks, the whole bit. I had dinner with him one night and he said that he was going to dispose of everything. He said there was some huge old convertible in the garage, a Ford or a Mercury or a Lincoln. I expressed an interest in buying it. He called later and said that it was a 1963 Lincoln and it was rough but if I was interested I could go up there and take a look at it.

It was about an hour and a half drive up there. When I got up to the lake I found the car in a carport and it had not been registered in five years. The whole underneath of the car was covered in mud doobers, and I understood from the caretakers that there had been snakes living on the inside of it. There was some rust on it, the top didn't work, but it was all there and the chrome was good. To me, the car looked to be restorable. I made him an offer which he accepted, but I had to do a lot of title work because the car was still registered in the name of the deceased owner. Then I took the car to my sister's house where I stored it for two or three years. Finally I told my wife that we needed to

either sell it or get busy on it. She said, fine, sell it. I said no, we'll get busy on it.

So I did a budget on what I thought it would cost to restore the car based on information that was not very accurate. I planned on how much it would cost and how long it would take and it ended up costing about three times what I thought it would, and instead of eight weeks it took over a year to restore the car. I didn't really do any of the work myself. I took it to different places for engine work, top work, body work and interior work. But after about a year it was as complete as it is right now. It is certainly far from perfect, but is at the point where it is enjoyable, although it certainly won't win any shows like this, but is a fun car to have. (The car won a Pre-Primary 1st at the Dallas meet.)

Continental Comments: What were some of the most difficult/frustrating aspects of this restoration?

Wetterling: The top was probably the most frustrating because it is so complex. You can replace parts of it and those parts work great and then something else goes. And then something else goes. Until I was in the Club and found some contacts nobody knew how to work on it. So we had it fixed makeshift several times before I found somebody who I trusted and told him to go through it and replace everything that hasn't already been replaced. The bodywork took a lot longer than I had planned on and was a little frustrating.

Continental Comments: If you had it to do all over again would you buy a car like this one at a very low price, but it needed everything, or would you go out and pay say \$20,000 or more for a really nice orig-

inal or restored car?

Wetterling: I would still have to do it like I did because there has never been a point in time where I have had \$20,000 sitting around to buy it all at once. But there were times when I could spend a few thousand dollars at a time. But in terms of mental anguish I would much sooner buy one complete. Now that the car is this far along I am tickled about how it has come out and I do not plan on ever getting rid of it. So the fact that I have in it what it's worth or more doesn't really bother me. But if you are ever going to do one of these cars you had better do a convertible because a sedan is a money pit.

Continental Comments: Someone who read an article, not in *Continental Comments*, about using a sedan as a donor car for a convertible was absolutely livid because the article encouraged destroying perfectly good sedans.

Wetterling: Well, it's true because all of the parts with the exception of the top that make a Lincoln so expensive to restore are still in the sedan and the market will never bear what it would cost to restore a sedan back to health. And, of course, there are ten times more sedans available than the convertibles. I would never restore a sedan. I would find a nice one as is for a lot less money.

Nick Kralj's 1964 Lincoln Continental Convertible. The LBJ Car.

The biggest restoration challenge of any car at Dallas was the LBJ 1964 Lincoln Continental convertible because others had attempted this restoration and had not completed it and this was the first time that the restoration shop had done a Lincoln Continental convertible.

In *Continental Comments* #152, Second Quarter, 1983 there was an article on Lyndon Baines Johnson's 1964 Lincoln Continental convertible. At the time this car belonged to the Museum of Transportation in San Antonio, Texas and it was planned that the museum would have the car restored. We do not know what happened to that car and we do not believe it is the same car that Nick Kralj entered in the 1999 Mid-America National Meet in Dallas.

LBJ loved Lincolns, and had 26 Lincolns that he brought for a dollar from Roy Butler, the local Lincoln dealer in the

Austin area. The car was brought to Dallas for the meet by Jeff Snyder who owns a restoration shop in Austin, Texas and who restored the car.

Continental Comments: How did Nick happen to acquire an LBJ Lincoln?

Snyder: This car is a very early 1964. We have magazine articles from one of the weekly magazines where this Lincoln is sitting on the tarmac where they are putting Kennedy's coffin into Air Force 1 after he was assassinated. So LBJ had this car before Kennedy was shot.

Nick found out through a banker that this car was for sale. The LBJ Company owned the car and it was sold to an individual. That individual needed to sell it for whatever reason, and this banker friend of Nick's found out about it. That was in the late '70s or early '80s.

Continental Comments: What kind of shape was it in?

Snyder: It was probably just a rough driver. When I got it I was the fourth restoration shop that had had it. It was a bare tub that had been partially painted, and it took five pickup loads of parts to get it back to the shop as well as two parts cars that they had purchased. Nick tried to get the car in shape by taking it here and taking it there and they were all just making a big mess of it. So finally in 1988 Nick found one guy who said he would do a complete restoration. He took the car apart and then got ill and had to give up, so then the car went to two other shops and they did very little. We got the car in 1993.

Continental Comments: Then what did you do to the car?

Snyder: We took a step back and looked at what we had and what they had done and straightened out anything that needed to be done and laid out all the parts, and replated and refinished everything and put it together.

Continental Comments: Did you rewire the car?

Snyder: The wiring harnesses is original but it is rewrapped. We replaced what wiring needed to be replaced but we tried to keep it as original as possible. The whole car has been completely rebuilt including the engine and all of the mechanical components and the top mechanism. The bodywork and paint has been redone, the top and upholstery. We did everything ourselves but the upholstery

and chrome work. We did the engine ourselves. The car has a Ron Baker top.

Continental Comments: What were some of the toughest things about restoring the car?

Snyder: The toughest part was that it had been disassembled and it was five years later that we got the car. The guy who took the car apart did a fairly good job of marking everything, but unfortunately he marked the parts in pencil and after a year everything disappeared. We had a wiring harness marked in pencil, and we looked at the tags and they were blank. Luckily we had a good set of manuals and we had a complete parts manual, two volumes, and we had two parts cars. From all of this we were able to figure out how everything went back together.

One of the parts cars was a convertible and one was a sedan. The convertible donated most of its parts because it was a real rusty car. The sedan was where they got most of the sheet metal that needed replacing. The guy that started the restoration did most of the sheet metal work. But when they did the sheet metal work, never fitting the doors and the hood and the trunk, they painted everything. So when we got it we had to pretty much strip it all back down and refit everything, and we still had to replace some of the door skins which we took off the parts car. All of the work that we did was metal finished and lead and no bondo work. That's probably why the bodywork is holding up as well as it is because it was 1995 that we did the car.

Continental Comments: Have you done these convertibles before?

Snyder: This is the first one. We do

mostly Jaguars.

Continental Comments: How tough are these cars to do compared to the others?

Snyder: They are probably one of the toughest cars there is, especially the top mechanism. I have a friend who is a retired Lockheed engineer with the space program. He and I spent about 40 hours getting the top all synchronized and working. I spent about two days crouched down in the trunk while he adjusted this and that. It was a bit of a challenge.

Most of those relays, because they are so simple in design, can be taken apart and cleaned and put back together and they work. It's all in the adjustments. If you get the adjustments right the top is going to work forever. In the last four of five years we have not had any problems with the top.

We finished the car in July or August of 1995. About that time I got this phone call from Lincoln-Mercury in Michigan. They wanted to use the car for the preview party for the 1996 model, the 75th Anniversary. So they paid the transportation to have the car shipped down to San Antonio where they had their preview party that year. They paid all of our expenses. They had 11 vintage Lincolns. This was the newest one. That was a really great coming out party, we felt we had really accomplished something in the last 23 months.

I really appreciate all the help I got from Gordy Jensen and Byron Bodie, Baker's Auto and Lincoln Land because I couldn't have done it without them. I had nothing else to go by but their experience and their knowledge.

(Continued on page 41)

Nick Kralj's '64.





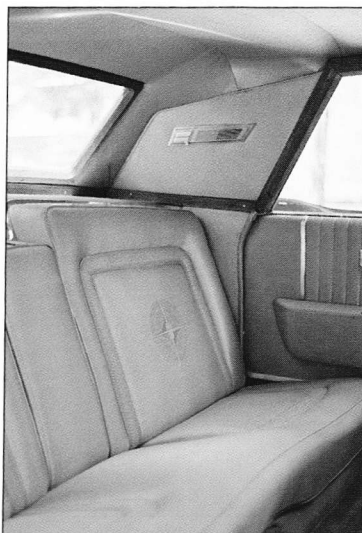
The front cover and all of these color photos were taken by Phil Schaefer.

1964-65 Lincoln Continental Town Brougham.

Lincoln made a number of interesting show cars during the '60s. The first was a pillarless 1961 Lincoln Continental sedan. The second was the Lincoln Lido sedan featured in *Continental Comments* #215, March-April, 1997. Next came the 1964/65 Lincoln Continental Town Brougham featured here. For 1966 there was the Lincoln Coronation Coupe. In 1969 there was the Lincoln Continental Town Sedan which was similar to the 1964/65 Town Brougham. 1969 also saw the Continental Mark III Dual Cowl Phateon featured in *Continental Comments* #221, March-April, 1998.

To the best of our knowledge only two of these '60s Lincoln show cars survive. The Mark III Dual Cowl is in Puerto Rico, and the 1964/65 Town Brougham is now in Indianapolis, Indiana with LCOC member Phil Schaefer.

Talk about a car where nothing works. Schaefer reports there aren't even side windows on this one, only chrome strips to replicate the look of windows in the down position. Nothing electrical works except the lights and turn signals, and many functional parts are missing. For example, there are no hoses leading from the washer bag to the squirt nozzles, nor is there a liner in the glove box, only empty space behind the glove box door.



The car has only 8,000 miles. Like how far can you go when so many accessories never functioned? It was owned by another LCOC member for 26 years and was listed in the LCOC Directory as a sedan, not as the Town Brougham. At present Schaefer is attempting to research the car's chain of ownership between 1965 and 1972.

Cover Car Story.

The car was shown in the exhibition class at the 1998 Mid-America National Meet in Itasca, Illinois. But being way up on the hill with all the other exhibition cars it did not attract a lot of attention. Many thought it to be a modified custom car, not a factory original show car.

It's too bad Lincoln never offered a Town Brougham in 1964-65. The lines of those two years certainly lent themselves well to such a design and there would probably have been a market for a Lincoln with an open chauffeur's compartment.



Above, 1961 Lincoln Continental preproduction and show model without the centerpost.

Photo courtesy of Collectible Automobile. Alongside, Chuck Goode's 1963 Lincoln Continental Lido replica at the 1998 Western National Meet, Santa Fe, New Mexico.



Above, 1964/65 Lincoln Continental Town Broughm, original factory photo. This photo was taken in 1964 when the car had a 1964 grille, parking lights, hood and rear trim. For 1965 all of these items were updated to make the car a 1965 model.

Photo courtesy of Collectible Automobile.



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(Sixties Convertibles, Continued from Page 17)

We asked Steve Ouellette, who owns Baker's Auto, if you should restore a car or buy one that is already done. He feels that the car that is already done will cost you less. He put a price of doing a show quality restoration at \$50,000 with some-

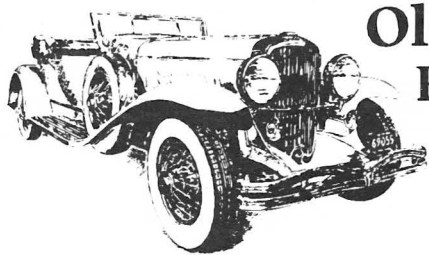
one else doing the work. He also pointed out that for most owners their time is more valuable than if they did the restoration themselves.

Ouellette also gave us some rough figures on what you might pay for a '60s Lincoln Continental convertible today. He says that if you pay under \$10,000 you are going to have to do quite a bit to the car.

In the \$10,000-\$15,000 range you can get a #3 car, for \$15,000-\$20,000 you can get a #2, and the #1 cars are \$20,000 and higher, often much higher.

Ouellette also says that there are many owners who want to get involved with their cars and the time and money spent is not important to them. He also says that at the present time the cars will barely bring enough money to justify a #1 restoration. But since their low point five or six years ago they have come up. He does not believe that there is any one better or worse year. He feels that all years are the same from the standpoints of value and quality.

(Continued on Next Page.)



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Left to right, son & daughter-in-law Rene & Joyce Williams, then Ray & Karen Williams. They won the L. Dale Schaefer Trophy for their 1965 LC Convertible.

Ray & Karen Williams White 1965.

Ray and Karen Williams own Classique Cars Unlimited in Lakeshore, Mississippi. They supply parts for 1958-1988 Lincolns and Thunderbirds, and over the years their '60s Lincoln Continentals have won many top awards at LCOC National Meets. Most recently, in Dallas their 1965 Lincoln Continental convertible won the L. Dale Schaefer Trophy. This car started out as a basket case given to them by a Catholic Monsignor, proving that even the roughest cars can go right to the top when properly restored.

Continental Comments: Where did you find the car and what kind of condition was it in when you found it?

Williams: The car was given to me by Monsignor Joseph Chotin of Mandeville, Louisiana. Somebody gave it to him and it was in such a state of disrepair that he couldn't redo it so he gave it to me. He had another car before this, a '66 Lincoln convertible that he used all the time. The '65 was given to me with the idea that I would restore it, which we did. The restoration took about two years, I've owned the car for at least five years. It was in deplorable condition, and, yes, it was rusty. The engine was in the trunk, and everything else that you can imagine was in disarray or needed to be redone.

The car was completely disassembled, all doors off, all wiring harnesses out, dash out, windshield out, everything came out, and everything was completely reworked, repaired or replaced. My son and my hus-

band did a lot of the work, most of the work was done by my son. It took a lot of effort, a lot of money and a lot of time.

Continental Comments: Would you rather restore a rough and rusty car like this that was given to you in pieces, or would you rather restore a solid, altogether original car that you paid say \$5,000 or \$6,000 for?

Williams: I have done both, and to me it makes no difference. If you have a solid original car you are going to do essentially the same things as you do to a rough car if you are doing a show restoration. Whether you are redoing a door or a dent in a door you are still going to disassemble everything, totally completely and start

all over again. Strip to the bare metal, everything comes out, and you start all over. If you pay \$5,000 or \$500 or nothing you are still going to spend big bucks. A lot of time, a lot of effort, and a lot of days saying, "Why did I do this?"

Continental Comments: How many of these convertibles in the '60s have you restored?

Williams: About 10. For personal use and for customers.

Continental Comments: Did your son do the body work and paint?

Williams: Yes.

Continental Comments: Do you have a spray booth?

Williams: No spray booth. In the shop you use chains on the floor, a magnetic system to keep down the dust, you wet down the floor and spray...hand rub and spray again...acrylic enamel, hand rubbed in between each coat, about eight coats.

Continental Comments: Did you do the upholstery yourself?

Williams: No, it was done by Real Lemery who also did the top. He sews, we install.

Continental Comments: What is the most difficult part about restoring these cars?

Williams: The electrical. Putting everything back together exactly as the original. Finding the exact screws, nuts, bolts to do a show restoration, not just any screw, nut, bolt that will fit, but what is correct.



The Williams family preparing their 1965 Lincoln Continental Convertible for the Dallas Show.

Continental Comments: In the years 1961-1967 are any years more difficult to restore than others?

Williams: No, they are all about the same and all cost you about the same. The electrical basic idea is the same, you have differences as Ford tried to upgrade different things. '61-'63 is of its own vintage, '64-'65 is of its own vintage, '66-'67 is of its own vintage. As far as all the big ticket items that cost a lot of money they are all the same basically. The real difference in cost is whether you are doing a driver to your own specs or whether you are doing a show car. It's whatever you want. Do not buy a car that is not something you are really in love with, especially a Lincoln. You are going to spend a lot of money and you better love it.

Continental Comments: Do you agree that the '60s Lincoln Continental convertibles are the most difficult to restore short of the Classics?

Williams: Yes. The '60s convertibles are cars onto themselves, that's why Ford stopped making them. I think that Ford had too many problems during their own warranty periods. But the new BMW convertibles do the exact same things that the '60s Lincoln convertibles do, and also put down all four windows when the top goes down. They are essentially the same package as the Lincoln. So, in my opinion, Ford needs to get back on the bandwagon and return to making the convertible with some more refinements. The foreign cars have overtaken that market. Lincoln started it, and Lincoln needs to get back to doing it. People love the four-door convertible, and I think that Lincoln needs to reproduce another one in a more modern day mode but still with the basic '60s look and feel.

The Lincoln convertible commands attention of its own. When you stop at the stop light and put the top down, and then when the light turns green nobody else goes. They're so busy watching you put the top down.

I took this car back to Monsignor Chotin a couple of weeks before the Dallas meet and showed it to him. He was so impressed, he couldn't believe it was the same car. He had purchased the '66 convertible from a customer of ours, and whenever he had trouble with the top he came to me and he would say, "You know, these Lincolns need exorcism every once

in awhile." He knew that I enjoyed working with these cars, and that I had had another '65. So that's why he gave me this one, and it had bucket seats!

Yes, there are a lot of problems with the '60s Lincolns, and not just the convertibles. With all of them it's the exhaust systems, and with the convertibles it's the rear windows that automatically drop when you open the rear doors. If the owner understands how these windows work and how the top works, then when a malfunction occurs he will know what to do or where to take it. But if you let it continue to malfunction it can cause real problems.

Sherman Lovegren's 5,000 Mile 1966 Convertible.

Ideally, one should buy the extremely low mileage, all original Lincoln Continental convertible, but how many such cars exist? Sherman Lovegren, Fresno, California may have found the lowest mileage all original one in existence. It is a black with black and white interior 5,000 mile 1966, and it won a Ford Motor Company Trophy in Dallas.

The original owner lived in Hollywood, Florida, and in 1990 the car had only 1,500 miles. At that time the original owner died and the car was sold to a multi-millionaire who lived in Palm Springs and Beverly Hills, California. He collected cars, airplanes, model airplanes and many other objects. He even had a 143 foot yacht. He bought the Lincoln to drive between his two California estates, but seldom used it.

Lovegren heard about the car several years ago and got in touch with the man

who handled the multi-millionaire owner's finances. Lovegren was told that he could come and look at the car but he couldn't buy it, the car was not for sale at any price. Lovegren kept pursuing the car until it finally became for sale. For whatever reason the multi-millionaire sold his Lear Jet and bought a Boeing 747, replaced his yacht, sold off his model airplanes, etc.

We will not disclose the price that Lovegren paid. It may be a record price to date and it may have equalled what it would cost to restore one of these cars for concours. Lovegren contends that '60s convertible restorations have cost \$100,000 to \$140,000 but we could find no other owners who agreed with these figures.

When Lovegren went to get the car in Beverly Hills he found that he couldn't get up to the residence with a trailer. So he drove the car up to Fresno, putting another 300 miles on it. On the trip all four of the tires went. He has replaced all of the hoses and belts, put a stainless steel exhaust system on the car, but he has not had to replace the top or detail the car. Lovegren says he has been offered \$100,000 from a party in Germany but he does not want to sell it. He just wants to own and show a car with 5,000 original miles. Lovegren feels that such a low mileage car is worth more than a restored car. But for the satisfaction of owning such a car he pays the price of not being able to drive it and enjoy it because putting more miles on the car would only lower its value.

Sherman & Phyllis Lovegren won a Ford Motor Company for their 5,000 mile 1966 Lincoln Continental Convertible.





From the 1961 Lincoln Continental Brochure

The 1961 Lincoln Continental Story

by Tim Howley

The 1961 Lincoln Continental began, strangely enough, as a Thunderbird. But first there was a much larger car inspired by the 1958-60 Lincoln Continental. This car had gone so far as to being approved in clay form. It was done under Eugene (Gene) Bordinat who was head of the Lincoln design studio. But Engel wanted to design both the Lincoln and the Thunderbird. Remember, Bordinat's design team, including John Najjar, had done the 1958-60 Lincoln which was less than an overwhelming success.

George Walker, then Ford's flamboyant vice-president of design, was probably told by Ford corporate management to have his Lincoln team design a Continental type Thunderbird. That meant a car with a certain type of greenhouse and simple, classic sides, front and rear. Walker had two right-hand men. One of them, Joe Oros, was already working on the Ford Thunderbird design. Elwood Engel was chief advanced studio stylist, and was a roving stylist through the various studios. John Najjar was his executive stylist responsible to Engel for the work being done in all of the studios.

One of the studios was an advanced design studio in a very narrow room in the "sub-letto" studio. It was so narrow that it was necessary to have a

mirror on one wall so that the stylists could see the other side of the clay model. This is where Engel and his team developed the Continental-type Thunderbird. The designers in this studio working under Engel and Oros were Bob Thomas, Joe Orfe and Colin Neale. Thomas, now an honorary member of LCOC, was sent over to Joe Oros' studio to get the dimensions for the package which hinged on the cowl area.

Engel knew basically what he wanted--two vertical blades or pontoons with a Continental style greenhouse nestled between them. He wanted a thin stainless peak molding running the entire length of the car. While the car would not be a recreation of the Continental Mark II it would have some of the flavor of that now discontinued car. In its final form the Continental-style Thunderbird had a peak molding slightly raised at the trailing end of the front doors, a grille similar to that of the 1963 Buick Riviera and a low-slung Continental spare tire hump built into the rear deck and bumper. This was later modified to a rear treatment similar to the 1961 Thunderbird with the jet style tail lights and then rear grille nacelle very similar to what emerged on the 1961 Lincoln Continental. Actually, the designers did two finished full-sized Thunderbird clay models.

Thomas decided to keep the width of

the car the same as the width of the cowl, but he would pull out the plan view at the rear to achieve a wide base for the greenhouse. Thomas likes to tell the story of Walker coming into the studio and asking him if the clay was within package dimensions. "Right on package," replied Thomas. But the day before the presentation to management Bob discovered he was five inches over package at the rear. He and his design team ended up working all night to bring the full-size clay back to package.

When George Walker brought Bob McNamara down to the studio to see the results McNamara was pleased. Earlier McNamara was pushing to eliminate the Lincoln brand altogether. He did not like the 1958-60 model or its mediocre sales results. But when McNamara saw the Continental-style Thunderbird in the stiletto studio he suggested it might be made into a Lincoln Continental. This meant going from a 113" wheelbase two-door, as designed, to 123" wheelbase a four-door. This came as quite a shock to everyone because Ford management had already approved the design for the much larger Lincoln Continental. Later McNamara made a strong stand to discontinue the Lincoln, but finally was persuaded to give it one more model cycle if this Thunderbird Lincoln was built.

So the Continental-style Thunderbird clay was brought out of the basement studio and moved into the Lincoln studio upstairs where it was very successfully remade into a four-door sedan. The design as a Lincoln was finished under Bordinat assisted by Don DeLaRossa although nobody ever disputed that it was Engel's design. It was Engel who decided to put the dip in the stainless steel ridge in the rear door.

A wraparound windshield was eliminated in this car to make front seat entry easier, and the rear doors were hinged at the rear in the interest of easier rear seat entry. While the public insists on referring to the doors as "suicide" doors they are more accurately french doors or barn doors.

John Orfe did the front end design and Colin Neale did the rear. Orfe's front end was referred to as the Schick razor design. It was used in variations on both the 1961 Thunderbird and Lincoln Continental. In the Lincoln it was characterized by a high



All three of Chuck Goode's '61 Lincoln Continentals photographed on Fiesta Island, San Diego.

center bar, and front bumper so low and pulled back that there was a minimum of minor front end accident protection. Bob Thomas worked on the body sectioning and the greenhouse with its distinctive curved side windows which set an industry trend. The project's chief engineer was Harold C. MacDonald.

The instrument panel was Engel's design. At first it looked much like the instrument panel that appeared on the 1961 Thunderbird. Then Engel decided to group the air-conditioning and radio controls between two boxes housing the recessed instrument panel and glove box. Detailing the instrument was done by Art Miller and Bob Zokas. This panel was selected over one done by L. David Ash who was primarily responsible for overseeing the rest of the interior's design working very closely with Engel.

The shorter Lincoln dictated moving the engine and transmission back into the firewall. This meant a transmission hump so huge that the car would be a four-passenger model instead of six. To reduce the size of the hump engineers went back to a constant-velocity double-cardin universal joint originally planned for a Continental Mark II Berline that never was produced. This universal joint, developed by Dana corporation, as used in the 1961 Lincoln Continental permitted the transmission and propeller shaft to be set at an angle putting the end of the propeller shaft at ground clearance.

While keeping the unitized body/frame,

designers and engineers had cut a staggering 14 inches off the length of the car and about 1 1/2 inches were shaved off the width.

The 1961 Lincoln Continental was a major turning point in American automobile design. It enabled Lincoln to turn a profit for the first time since going to unitized construction. It is hard to say whether or not McNamara would have eventually discontinued Lincoln. Shortly after he became Ford corporate president in 1959 he left to become secretary of defense under the new Kennedy administration.

The 1961 Lincoln Continental was named *Car Life's* Car of the Year plus it won the annual award presented by the

Industrial Designers' Institute, an award not necessarily for automobile design.

With this car the age of fins, gobs of stainless steel and extensive body sculpturing came to an end. It was followed by a very clean 1962 Pontiac Bonneville and the clean lined Chrysler products beginning in 1965. Soon after the 1961 Lincoln Continental was done Engel went to Chrysler. It was probably George Walker who got Engel his job as head of Chrysler design, and this may have been the reason why Walker was hurried into an early retirement.

Chuck Goode's Turquoise Mist 1961 Lincoln Continental Sedan.



The designers named to receive the design award for the 1961 Lincoln Continental were George Walker, Elwood Engel, John Najjar, Bob Thomas, Gene Bordinat, and Don DeLaRossa.

The 1961 Lincoln Continental was offered in only two body styles, a four-door sedan and a four-door convertible. There never was a coupe even though Lincoln had offered two-doors since 1936. There was only one series for the first time since 1939. Both body styles were set on a 123" wheelbase, down from a 131" wheelbase for the previous three years. The engine remained the 430 introduced in 1958. Horsepower was down from 315 to 300, still with a Carter two-barrel carburetor.

The top mechanism of the convertible was derived from the Thunderbird which in turn was derived from the 1957-59 Ford retractable which in turn was derived from a Continental Mark II that never was produced.

While collectors rave about the 1961 Lincoln Continental today the car never was widely accepted by luxury car buyers when new. Only 22,303 sedans and 2,857 convertibles were produced for the 1961 model year. Figures never got much beyond that until 1964 when Lincoln added three inches of rear seat legroom. Buyers thought the rear seat was too cramped and they also missed the two-door which did not reappear until 1966.

The key to the car, other than styling, was reliability and a 12-mile road test. The body and frame are welded into one solid piece of steel. Structural sheet metal parts are galvanized and the body was dipped in rust preventatives before painting. There were more than 200 pounds of sound and weather proofing used--including layers of felt, sound deadeners and fiberglass pads up to 2 1/2 inches thick.

In each engine all critical parts were hand matched in sets for perfect balance and fit. Critical parts were chrome-plated or made from stainless steel. The cylinder bores were honed twice. Parts were measured to millionths of an inch. Special insulation was used in the electrical system. There were 189 careful steps in the 12-mile road test. Every engine was tested for three hours. A machine electronically checked the entire wiring system. This was the first Lincoln to be offered with a 24,000-mile warranty.



Chuck Goode's Columbia Blue '61 Convertible.

My Three 1961 Lincoln Continentals

by Chuck Goode, San Diego, California

Editor's introduction: At the 2001 Western National Meet in Las Vegas I interviewed Chuck Goode of San Diego, California. Chuck is a LCOC expert on '60s Lincolns, especially 1961 models which are his favorites. He owns three of them. The cars were photographed on Fiesta Island in San Diego.

Chuck has a full time job working for the military. He works on his cars weekends and evenings at his home and he does his paint work at a friend's shop. Unlike Gordon Jensen in Minneapolis, Chuck

does not do complete restorations. He refurbishes and details cars that are nice original cars to begin with. He has done about 15 of these cars. He avoids the problem cars like I owned and describe on pages 26-27. On the following two pages Chuck tells how he found and detailed his three '61s. Then on pages 36-37, our Restoration Shop section, he offers some keen insights and good advice on living with '60s Lincolns.

Chuck Goode's Green Velvet '61 sedan.





Interior of the Columbia Blue 1961 Lincoln Continental convertible

“My Columbia Blue 1961 Lincoln Continental convertible was my first slabside Lincoln. That car was originally purchased at Beverly Lincoln-Mercury in Beverly Hills and then went up to Santa Barbara. Then the owner moved to San Diego in the ‘80s to retire. I still have the original paperwork on the car with the dealer’s name. That car was sitting in a garage in Clairemont, not more than five miles from my home. The owner approached my friend Ken Yankee in a parts store when he saw Ken purchasing a lubrication fitting for his ‘62 sedan. The old man said to Ken, “I know what that’s for. That’s for an old Lincoln. I have one of those at home. I have a ‘61 convertible that I have been thinking about selling. I’m just getting too old, I don’t drive the car anymore.” Ken asked if he could look at the car, the man agreed, so Ken followed him home.

The car was in the man’s garage under a cover. When Ken lifted the cover he saw this 1961 convertible that only had 1,000 miles put on it in 10 years. The total mileage was 49,000. That was seven years ago when I bought the car. It now has 58,000 miles.

This finish was stripped because the color had been changed years before to Empress Blue, the ‘61 dark blue. I decided to go back to the original color. The leather was all original. The carpeting was rotted and I had to have that taken out and have new carpeting made in the original material. I did some dye work on the interior. The panels had faded a little bit. Basically I put the car back to its original

condition.

Later on I made some modifications to this car because I decided I was not going to put it in for point judging. I added some accessories that were not originally on the car, e.g. a power antenna and a remote control outside mirror from a ‘62. I changed the heater/ac servo control to ‘63. Little things like that I changed.

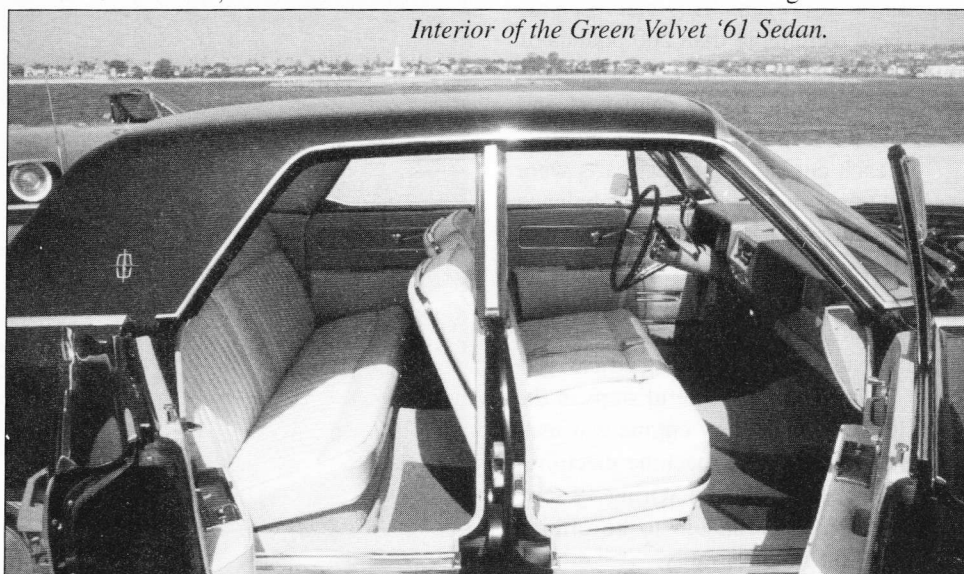
I showed the car at the Rancho Santa Fe meet once, and that was just a popularity judging. I think I took a first there. I have never shown the car at a national meet because I know the car is not up to concours standards because of the modifications that have been done on it.

My 1961 sedan that won a Lincoln Trophy at the Western National Meet in Irvine in 1999 was originally Honey Beige. Since we already had the ‘62 sedan in that combination, I deemed it suitable to

change the exterior color to Green Velvet, the dark green which appears nearly black. I bought the car from a home in San Diego which was two homes away from Ken Yankee’s 1962 Lincoln which is now owned by Don McCormick who lives in San Clemente.

The residents of both homes were engineers who worked at General Dynamics--Convair. The first couple bought the ‘61. Their neighbors liked it so well they bought a ‘62 which was practically identical. I bought the ‘61 at the San Diego Swap Meet in March, 1999. The car had been sitting in the garage and was not moved for 10 years. The odometer showed 66,000 miles. I bought the car from a guy who was helping the old lady move out of her home. The car was sitting there in the garage on four flat tires. The husband had died, and this guy purchased the car from her. He got the car running again and took it to the swap meet where I bought it. The condition of this car plus the fact that it was an all original ‘61 just blew me away. I did not steal this car, but the car was worth what I paid. I did not have to do any rechroming. I had to do very little work on the interior. I think I redyed the front seat leather. The wood on the interior is gorgeous showing no aging all. The hood insulation was perfect. The car was very well cared for. There was no bodywork or dents anywhere on the car. It was one of those cars owned by an older couple WHO really loved the car and took superb care of it. Mostly, all I had to do was detail the car.

This was the first slabside Lincoln where I removed the engine and detailed



Interior of the Green Velvet ‘61 Sedan.

the engine compartment right down to the frame. The car lived in the State College area of San Diego which is a very dry area. There was absolutely no corrosion on cad or zinc plated parts on the engine. All of the items under the hood were still bright, and had never been replated or painted. When I painted under the car I masked off the A-arm bolts so they would not get painted. The steering gear still had the factory paint marks. So did the shocks and springs. It was an extremely clean car and obviously serviced with love because there was no large accumulation of grease under the car. There was very little undercarriage cleaning that needed to be done to this car.

With the engine out of the car I was able to do a lot of really fine detailing that I could not do with the engine in the car. I was also able to spray the entire engine compartment when I repainted the car. I did not rebuild the engine but I did reseal it. I did not replace the nylon timing gears because they looked so new. I took the oil pan off, checked all of the bearings and put in a new neoprene seal. This car does not leak a drop of oil. It doesn't leak anything which is rare for a 1961 Lincoln.

I took out the interior and sprayed the door jams when I repainted the car green. I also took off the hood and the decklid and I removed all of the paint right down to the bare metal.

I acquired the Turquoise Mist 1961 sedan a year ago in Sherman Oaks, California. It had 54,000 miles. The car was advertised in *Continental Comments*. The ad said that the car had not been driven for 26 years. Whenever I see a '61 advertised I always go look at it whether I am interested in buying it or not. So I called the number and found it was the son-in-law of the owner. He was not a member of the club, but he had found the club on the internet and put an ad in *Continental Comments* through the internet. He lived in the San Francisco Bay area. He said that the car belonged to his father-in-law who lived in the Sacramento area, but the car was in Sherman Oaks. They had moved to Sacramento right after the Northridge Earthquake in 1994 but the car was still in Sherman Oaks. I called the number in Sacramento and the wife answered. She told me they had bought the car new in 1961 and had quit driving it in 1976 when the gasoline crisis came.

Her husband just couldn't bear to part with the car, so they just parked it in the garage. Her husband kept the tires aired up, and kept the car cleaned and polished. The price was very reasonable and she said her husband would call me.

About 11 p.m. that night the phone rang. It was the car's owner. His name was Henry Foster, "Hank." I told him I was really intrigued by this car, and I already had two '61s. We agreed to meet. They had previously promised the car to a neighbor in the Sherman Oaks area. I told him that a car that has not run in that many years is going to need a lot of resurrecting-brakes, fuel system, all of the fluids. I told him that these are really complex cars. He said he had an old Mustang. I said that this isn't any Mustang. I said that if you didn't know what you were doing you could get into a lot of trouble and great expense. I said that I do all of my own work so it doesn't really cost me anything but my hours spent. He said he would go talk to his neighbor. He called me back about 15 minutes later and said he would sell me the car because I was so interested and knowledgeable about the car.

So Ken Yankee and I hopped in my Honda and headed up to Sherman Oaks. The car was just north of the Getty Center. We found the house and the owner was standing right there by the garage. The owner was 76 years old, so he was only 27 when he bought the car new. He opened the garage and showed us the car. The trunk was still virgin and showed no wear whatsoever. It had the original spare under the cardboard tire cover. There

were three little dings on the car from the earthquake, but other than that nothing.

Upon checking the interior I discovered that the car was an early model which I have been kind of searching for for a long time. I have seen early models in pictures, but I have never seen the real thing in person. When he opened the hood I could not believe the condition of the engine. I have refurbished approximately 15 Lincoln Continentals from the '60s, and every one of the engine compartments has been nasty. They didn't care about the detailing of the engine when they built these cars. They just kind of threw a spray paint gun over it and sent the engine down the line. The engine on this car was so meticulously clean. You could see that every time the owner did service on the car he would either refinish something or clean it up. The hood insulation on this car looked like n.o.s. Here is a car that is 40 years old and it has no grease accumulation, not even any dust. Needless to say, I bought the car. I called a towing company in San Diego that I had dealt with in the past, and we transported it that night. I did try to start the car. It had not been moved in 26 years. It took me about three months to recondition the car. I took the fuel tank out. It had about one gallon of gas in the bottom and rust everywhere. I had the fuel tank acid bathed and recoated. All of the wheel cylinders were frozen so the entire brake system had to be gone through. The brake shoes were like new."

Detailed engine compartment of the Green Velvet 1961 Lincoln Continental Sedan.





Gordy Jensen with his two yellow '61s at the 2000 Western National Meet in Scottsdale, Arizona.

An Interview with Gordy Jensen on '60s Lincoln Continentals

In June, 2000 Tim Howley and Doug Mattix visited Gordy Jensen at his home in Bloomington, Minnesota. Gordy has won 18 major awards in LCOC with his '60s Lincoln Continentals. In 2000 his 1961 Lincoln Continental convertible won the L. Dale Schaeffer Trophy and his 1961 Lincoln Continental sedan won an Emeritus Award at the Western National Meet in Scottsdale, Arizona. Then his 1961 convertible went on to win the Elliston H. Bell Founder's Trophy at the Millennium Meet in St. Louis, Missouri. That car is pictured on this issue's front cover parading through Busch Stadium in St. Louis.

Here is the interview, Gordy's story as he told it to Tim and Doug.

Question: When and how did you get into Lincolns?

Jensen: I remember my father driving up in a red 1962 sedan that he owned new. I thought that was a great car. At that time I was about seven years old, old enough to start appreciating these kinds of things. He drove that car all over the Western Canadian provinces, seeing customers. He drove it as fast as it would go. He needed a car that could suck up the bumps and still go at 110 miles an hour because it was a long distance between stops. We

also rode up and back in that car to our lake cabin, which was about 210 miles away. He pretty much wore that car out,

Cover Car Story

and then he traded it off in 1967 for a green 1967 sedan which I still have. I recently restored it, and we received a

Ford Trophy for it in 1999 in Ellenville, New York. Years ago, I took my driver's test in that car.

Question: So when did you start collecting and restoring?

Jensen: Well, I started when my dad sold me that car in the early '80s. I think he sold it to me for something like \$200. It was my car to drive around. And I didn't have any money to collect cars at that time. In fact, I never even thought much about other people who were into this kind of car. But in the early '80s I went to New York. I started making a few bucks. I started buying copies of *Hemmings Motor News*. I could look at the Lincoln section and say wow, all these cars for sale. Then I found out about the Lincoln & Continental Owners Club, and I joined in the mid '80s. I then I started buying cars because of the job I had. I put on finance seminars all around the country, especially in California, Texas and Seattle. Each time I would go to one of these areas, where the cars weren't rusty, I would often find a car I wanted and often times buy it. When I bought a car I would get a weekend or a few days off, and I would fly there and drive it home. I drove many cars home from all over the country.

This is the way I bought this yellow '61 convertible that I restored. I probably shouldn't have bought that car because I paid too much for it, \$4,500, and it was really rough, but not rusty. It hadn't been



Gordy Jensen's yellow '61 sedan and convertible at the 2000 Western National Meet in Scottsdale, Arizona.



The Jensen family at home in Minnesota with the '67 Sedan.

driven in five years. It was in the Spokane, Washington area, and somebody had painted it orange with a paint brush and used it as a goofy car in a Halloween parade. The tires were flat. I flew out there and the owner put on some tires that held air, and I gassed it up to leave late one night in January. Can you believe that? I noticed as I was filling up at Spokane, Washington that the gas was running out of the tank. This was at about 10 p.m. that night in the winter, and I was going to drive this car back to Minnesota, which is quite a drive. I hoped that the leak was at the top of the gas tank or in the neck. I decided to watch the gauge, and if the gauge stopped dropping quickly after 50 miles or so then I would know that the leak was in the top; this turned out to be the case. So I ended up driving it back. On my way back I got into a parking lot in eastern Montana late the first night. I got onto a sheet of ice and I could not stop the car and I hit a pickup truck in the parking lot.

I was probably going a half a mile an hour. It was a sheet of glare ice in a dead end parking lot and every space was full. I could not stop that car. It just slid in and hit a pickup, just a tiny little mark. It was about 12:15 a.m. I didn't want to wake the owner, so I went to the motel and told them to give a note to the owner asking him to call me when he came to pay for his room in the morning. Anyway, he called me and came out and looked at the dent and said, "Ah, don't worry about it, it's a company car, it's a tiny dent, thanks for telling me," and he drove away. So I drove the car home. On the way, most of

the exhaust fell off and I would check the gas and fill the oil. The oil would be off the stick every time I stopped, and the car wouldn't go more than 55 miles an hour. It didn't have the guts to go any faster. In addition, the car's heater didn't work so I had to wear my hat and gloves.

Finally I did get it back to the Twin Cities, and it took me about 10 years to get to restoring this car. We just got it done a couple of years ago.

Question, what was your first LCOC show and car?

Jensen: 1990 in Indianapolis. It was a green 1967 convertible. It was a great car and everything worked on it, except when I went to the judging the thing just threw up on me. The top wouldn't go down, the trunk lid wouldn't go back. Ron Baker was there to tweak it and talk it down, and

it still wouldn't do it. But the next show we went to in that car we won the Elliston Bell Trophy. That was the Eastern National Meet at Shawnee on the Delaware, Pennsylvania in 1990. We had never won a major award before and we got the Bell Trophy. I couldn't believe that. That was a shock.

Question. What have you learned over the years about restoring these cars, especially the convertibles?

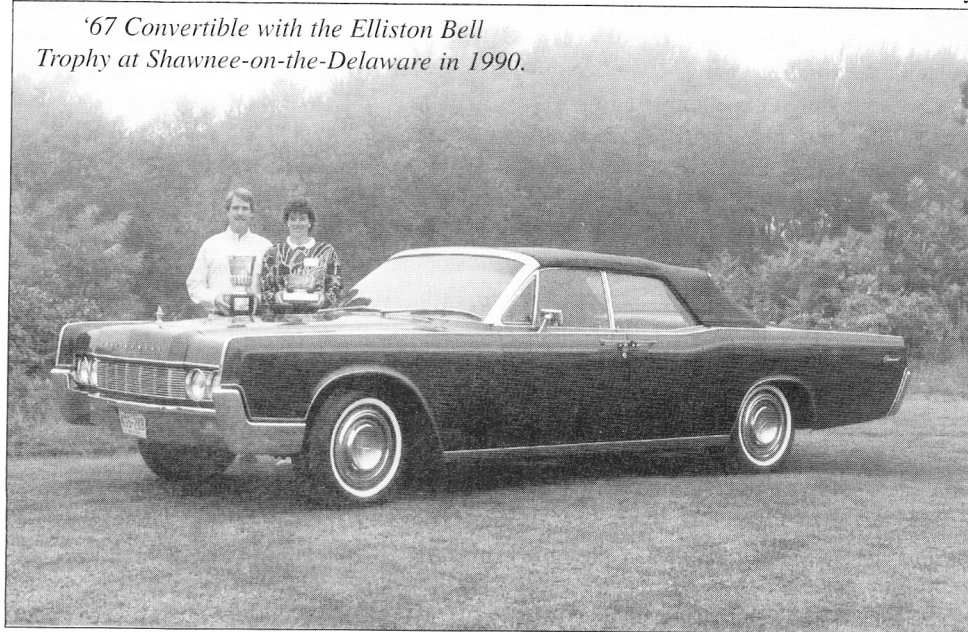
Jensen: Well, you don't want to start with a rusty car. I think I have done my last rusty car. Actually, I do have one that has some rust in it that I might attempt. But it would be a car that I would totally strip and totally dip the whole shell in a tank. I've never done that before. You have to be careful when you do that because you can strip some of the protective coatings on the metal in places that you don't realize will be problems later. Down the road you may open that area to corrosion. The rust on this car (also a '61 convertible) is from age and exposure to the elements. It's not rust from road salt. Rust from road salt is just terrible.

Especially in these rusty unibody cars, you just don't want to get into them. I suppose in 50 to 100 years when people are desperate to find a shell to begin with they'll figure out a way to bring those cars back, but today to go after and start with a rusty car, I think is a mistake.

Question: Do you believe in sedans as donor cars?

Jensen: I don't like to tell people that because I love the sedans. But money

'67 Convertible with the Elliston Bell Trophy at Shawnee-on-the-Delaware in 1990.





Gordy's father's 1967 Lincoln Continental sedan was his first car.

wise it is efficient to buy a reasonably good sedan, good trim, options, especially the little pot metal pieces that you don't have to replate, and use it as a donor car for a convertible. It's too bad but that's the way it is. A lot of the parts that everybody out there is buying, they don't realize it but they are off a donor sedan.

Question: In addition to your house, where do you keep all of your cars.

Jensen: I have them at the cabin at the lake, at the office, anyplace that I can find to stash them. There are probably 16 of them at Baker's Auto, now Steve Ouellette's place. Some I bought out east and never brought them back here, they are stripped out for me at Steve's. Also, if you're going to store cars you must have good dehumidified, temperature controlled space. Up here in the north country, with the weather changes, you have to worry about stored cars' temperatures getting below the dew point inside the building because it will coat both the inside and the outside of the metal with condensation. Of particular concern are the rib areas of the hood and the trunk lid, especially in the convertible trunk lid. Example: the '64-65 trunk lid. It is very difficult to switch over a sedan trunk lid into a convertible trunk lid for '64-65. That's a big, big job. So the '64-65 convertible trunk-lids are probably the most rare and valuable ones, and you don't want them to get condensation in the ribs. I think when they made them they didn't put any protective coating on the metal on the inside of the ribs. All of them will eventually rust

out if you don't dip them inside of the ribs. We pour a metal etching primer in the ribs and then we sloss the trunk lid and the hood so that the primer seals all the nooks and crannies in the ribs. When we are done the trunk lid is better than new.

We have our cars up at our lake in northwestern Minnesota. We have a 50 by 56 foot garage for the nice cars that are finished. It's temperature controlled, dehumidified, and has a security system. I have another area that's about the same size that's not temperature controlled. It's pretty nice storage for rougher cars and parts. Across the lake I bought a farm with a great big tin shed. It was 45 by 80 feet and I made it into 60 by 80 feet. It has a dirt floor. That's where I store the parts cars and some restorable cars. The farm has a barn that is full of cars. In addition, some cars are sitting outside which I don't want to do but I have yet to find a place for them.

Question: How do you feel about storing cars in barns?

Jensen: A barn is not that good for storage. I wouldn't store a good car in a barn. If you need to, make sure that the building is well ventilated. What you don't want is a closed in space that's damp all the time. As the temperature goes up and down it remains damp and there's constant condensation on the cars. But if it dries out quickly it's not quite so bad for storage. I've found that cars that I've stored in the tin garage that has the dirt floor have been fairly well preserved because the building has fairly good venti-

lation. The cars do get wet but they dry quickly. The sun is another killer of cars. Being out in the sun is not good either. The sun heats up the sheet metal and it wrecks the wiring by making the wires brittle.

Another problem that's coming on with these '60s convertibles is that all the wiring is getting old and brittle. The moving wires are the biggest potential problem, like the wiring assemblies on trunk lids and tops. If you start breaking old wires you may have to dig them out of a restored car. It's a big job to go retrace a broken wire. This '61 convertible is the first car where we took the entire master wiring harness out and had it rewired front to back. It was about \$5,000 to do all of the wiring, but it needed to be done. The car had spent a lot of time outside and the wiring became brittle. I probably could have bought a better car for less money. The way I restore a car is I take it all apart, down to nothing. I figure if I buy a nice \$20,000 car I will take it all the way down to the same point as I would a solid \$3,000 car. So why not save \$17,000 and start with the solid \$3,000 car? You must replace the interior and redo the mechanical anyway. I believe that in the way WE restore cars, the metal will last longer than the metal of an extremely low mileage original car.

Question: Why do you limit yourself to the '60s unibody cars?

Jensen: It's a learning curve. The more cars you do of the same type the easier it is. I really like the cars of the '50s, particularly the 1958-59 and '60. I really would like to get one of these someday, but I don't know if I want to restore one because that would be a new learning curve, a new game. I'm getting too old; I'm 45 now.

Question: How come you haven't bought an early car, like a '20s or '30s Classic, or a Lincoln-Zephyr or an early Lincoln Continental V-12?

Jensen: Again to me it's a learning curve. The problems with restoring those cars are a lot different. I understand it's more of a search for parts, but I would guess that the electrical systems are a lot easier because they're simpler, and there's not a lot of options. I like the '60s for their classic lines, especially the earlier cars, 1961 to 1965. I think they're going to be worth a lot of money someday when

people find out that the complicated top systems are very reliable when the entire system is rebuilt from front to back. Most people fix only the part of the system that fails when that part fails. Then they use the car until the next part of the top; then fix that part...and so on. The result is that buyers at auctions have heard horror stories about top systems and won't pay a high price for these cars. My restored cars very rarely have top failures, and when they do the failure is minor.

In addition, I believe a real classic car is one where people in 100 years will like the car. The '60s Lincolns are that type of car. Kids 15 years old putting groceries in my '63 convertible at the grocery store say, "WOW, your car is cool." They are not that interested in the '50s Chevys. The people who like '50s Chevys are people who admired those cars when they were young.

Question: How many people do you have working for you directly?

Jensen: There isn't anybody that's full time for me. That's one of my projects within the next year or two, I'd like to get my own shop. I have some guys who want to do it, I just have to come up with the money. I used to have Byron Bodie and Gary Arneson do all of my work, but Byron doesn't do it anymore. He used to be a Vietnam helicopter pilot, and now he flies helicopters down in the Grand Canyon. Gary Arneson is probably the main guy here in Minneapolis now. He is an electrical and mechanical wizard, and he and Byron really know these cars. I would like to do something with Gary, get a garage and have four or five cars up on the rack. Of course, Steve at Baker's Auto is always restoring one for me.

I bought eight cars from Hans Norberg, one of which was a '61 convertible that happened to be about five or six days ahead in production of the yellow '61 convertible. Remember I told you that I also have a '61 convertible that is just one serial number ahead of my yellow convertible. I looked in the LCOC Directory in the VIN numbers and I happened to see that Don Pepper in California had a '61 convertible that was one serial number ahead of mine. I called him, went to California and ended up buying the car and 12 others. He said I may not want this '61, it's been hit pretty hard, but I said I had to have it if it is at all restorable. It is white with a red

and white interior. The problem was that it was hit really hard in the left rear corner.

I took it to the rack to straighten it, and the left rear was four inches to the right, four inches high, and three inches forward. I called it the accordion car. I sent it out to Richard Liana, and apparently he and the guy with the rack have straightened it. Richard is one of the best welders I have ever seen. He can fix just about any twist-wreck.

Editor's Note: Gordy has some strange stories to tell. While hauling home a rose beige 1963 convertible the car caught fire. Gordy didn't know how it happened since the hood was locked shut.

The the interior burned out. He billed the insurance company more than he paid for the car, collected the money and he still has the car. (He convinced the insurance company he would have insured it for more than he paid for it.) Once he bought a car upside down from Don Pepper because the car had fallen off a fork lift. On another occasion he went up to one of his cars that was stored in a parking ramp only to find objects flying out the window of the 1966 sedan. Upon looking inside he found a street person living in the car, and he had been living in there for months.



Above, , three of Gordy's parts cars in storage in a parking garage in Bloomington, Minnesota. Below, now there's a rusty car:



1961 Miniature Lincolns

by Dave Turner,
East Yorkshire, England

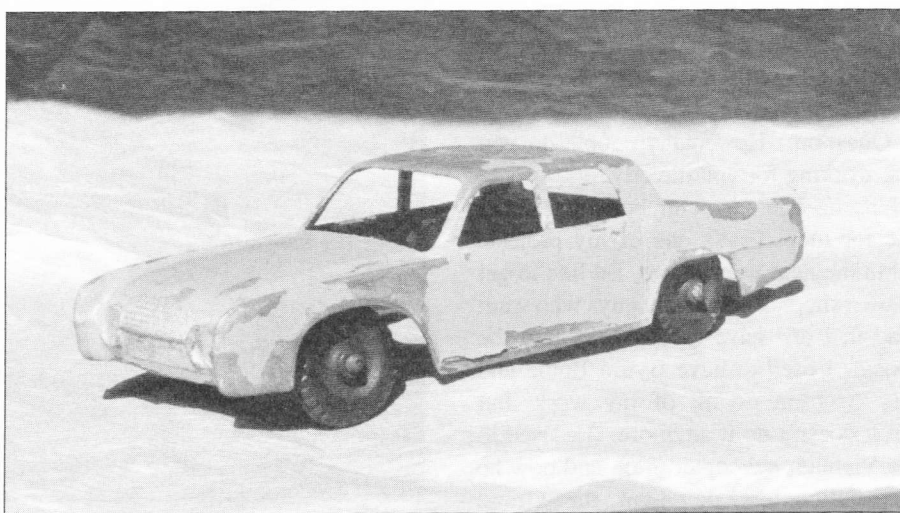
Models of Lincolns from 1961 were mentioned in the general look at 1960s subjects in Continental Comments #229, July-August, 1999. A closer look at those from 1961 specifically shouldn't repeat too much as new material comes to light all the time.

The oldest of all small '61s will have to be the original AMT plastic kits and promos, they were available in 1961 as both a sedan and a convertible. After studying the value guides on the subject it is the promo sedan that is now the most valuable, followed by the promo convertible, then kit convertible, and kit sedan, in that order. Most guides put the value in the \$100 plus area, for good condition examples of either promos or kits. The problem with the latter is that once it has been removed from its packaging and build, the market value has gone. Not everyone is too concerned about the value if it is just a model of a 1961 that they just must have, but it is worth being warned nevertheless. None of these 1:25 scale models were ever reissued because the tooling was updated for subsequent years through 1965, that last one has seen several reissues, of course.

Even harder to find, and considerably more expensive, will be the diecast Continentals made from 1961 by the Japanese company Taiseiya and marketed at first under the Micropet and later Cherrica Phenix names. In 1:49 scale, they are similar to the Tekno model, but have the paint-blue, lilac, or green, with white roof painted over their naturally bright surface, bumpers, lights and window frames being masked to leave the "chrome" shining through. Bases were painted tinfoil, while interior detail was plastic, rubber tires and plastic windows all combined to make them very good quality toys for the period. I have only ever seen a couple of these small Lincolns at a local toy fair in Doncaster, England, and they were priced in the 150-250 Pounds bracket.



Ideal No. 4140 1961 Lincoln Continental.



Hubley no. 401 1961 Lincoln Continental.



Franklin Mint 1961 Lincoln Continental Convertible.

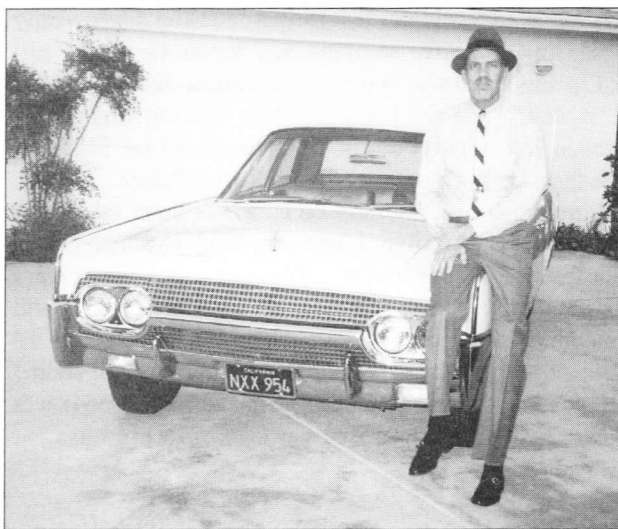
Much more recent were the Franklin Mint's 1961s, the 1:43 scale example being part of a set of 1960s cars, and is often found individually at swap meets as people offload their surplus stuff. The larger 1:24 scale model is just the opposite, being extremely hard to find. It appeared only once in the mass of promotional material pushed through the letter-box in the UK, and that was in one of the "general" catalogues Franklin frequently issued, full of statuettes, eggs and painted plates. The only example of the large Franklin that I have ever seen was in the excellent Guyton Collection that the St. Louis Millennium Meet attendees were lucky enough to visit in September, 2000.

Mentioned in that last review were both the simple Hubley metal toy and the plastic sedan from Ideal, but since then probably the most famous of all Lincolns has been produced in model form in the German based Minichamps range. Made in China, this 1:43 scale model depicts the Presidential Parade car in which President John. F. Kennedy was assassinated in Dallas. As a model of a Lincoln, this is superb, as tangible memento of a significant world event it is probably one of the most universally remembered scenes that could be created and sold in miniature form. Although the car itself is a 1961 in origin, it was modified with some 1962 features, notably the grille, and this is reproduced albeit in all-over chrome, a blackwash would have made it more convincing. That said model is bristling with fine details, many of which were unique to this, the X100 Parade Car. It comes complete with the well known occupants and finished in that distinctive blue color that was chosen due to its "black" effect when under flood lights and on black and white TV.

Since this model's first appearance in late 1999 it seems to have never been easy to acquire, possibly due to demand, although some critics branded it as "...in bad taste..." Just how such a model can be regarded as in bad taste is a mystery, as it celebrates the last time people will remember seeing these people happily alive and well. After seeing just how nice a job Minichamps can do with this special Lincoln, it is inevitable that thoughts along the lines of "if they would just do a regular version, too" soon come to mind. Already certain enterprising modelers

have created a standard convertible by cutting out the extra length of the Parade Car, joining front to rear sections, and fabricating the various bits like the rear grille not featured on the Special. A write-up on this "one-off" appeared in the November, 2000 issue of Model Auto Review.

Minichamps X100 Parade Car with its famous occupants on that fateful day in Dallas in 1963.



Chuck Goode with his Turquoise Mist 1961 Sedan.

Road Testing Chuck Goode's Turquoise Mist 1961 Lincoln Continental Sedan

by Tim Howley

On Good Friday, April 13 I photographed all three of Chuck Goode's 1961 Lincoln Continentals on Fiesta Island, San Diego, a favorite location of mine for photographing cars. See pages 14-17. Since Chuck has three '61s and only two drivers I had the opportunity to drive one from his home in Clairemont to

Fiesta Island, a distance of about six miles. I chose to drive the Turquoise Mist '61.

I was absolutely astonished by the condition and performance of this all original 55,000 mile car. I felt like I was road testing the same car that *Car Life* tested in 1961. I felt like I was driving a brand new automobile. The car was utterly quiet and tight at all speeds. I could not feel the transmission shift, I experienced no wind noise with the windows closed, and the braking was so good I thought that the car

must have been converted to power disc front brakes, but of course this was not the case.

Here was a car that was like a '61 must have been in '61, and I found the performance, handling and comfort to be faultless, equal to a modern Lincoln Town Car, it was simply amazing. I don't ever recall driving an older car that felt so good as this one. And I really could not fault the performance of the two-barrel carburetor. I totally agree with *Car Life's* impressions of 40 years ago which included: "...brakes are very smooth and require no

more than very light pedal pressure.. (the car) floats along to 80 mph, smoothly, quietly and effortlessly...the driver has good visibility and can see both front fenders for accurate placement when required...the seats are especially nice....a red light flashes and the door lock knob must be pushed down to lock the doors and turn off the light. When you want to get out the knob must be flipped back up...a nuisance". That was corrected on later '61 models.

♪ ♪ ♪ ♪



1933 Lincoln KB Willoughby Panel Brougham.

Lincolns at the Imperial Palace in Vegas

by John Hunter Dailey, Williamston, North Carolina

In late June, 2000, I flew to Las Vegas for a car club convention. Having grown up in the '60s and '70s, Lincoln Continentals were my first love. In fact, Santa Claus brought me a '65 sedan in 1977. I had just turned 17. Since then I have owned four 1961 Lincoln Continentals, including two convertibles. The '61 is my favorite. The front fascia gives it a sporting look. My dad owned a Mark V, and I am partial to that model as well.

Through the years I've seen photos in various magazines of fantastic cars that had been displayed and sold at Imperial Palace's Auto Collection. I made their museum my first tourist stop. (Admission is free with a coupon that can be found in most tourist guides.) The museum, itself, which they call "The Auto Collection" is located inside the Imperial Palace Hotel and Casino. To reach it you must pass all the casinos and look for the directional signs.

I fully expected to see Duesenberg, Rolls-Royce, and Ferrari automobiles, but was stunned to see a 1933 Lincoln KB Willoughby Panel Brougham as the first car displayed. Each car has its own sign pointing out unique features and descriptions. This 1933 Lincoln was described as (The Fine Lady's Personal Coach) adding that it was (Lincoln's most prestigious

vehicle) featuring a "sterling silver vanity case, smoking set, hassucks, throw pillows, inner compartment telephone and assist hoops". This Lincoln was one of two built in 1933 and listed for \$185,000 according to the Imperial Palace.

The next Lincoln was none other than Marilyn Monroe's 1955 cashmere coral convertible. This car was a cover story for *Continental Comments* #200, fourth quarter, 1994. George Barris customized it by extending the rear fenders and adding what else?...a Continental kit. Barris was well known for customizing cars for

celebrities during the '50, '60s and early '70s. There is a display with the car featuring photos from Marilyn's movie *The Seven Year Itch* which was made in 1955. Remember the famous subway grate scene? It's possible that the Capri was a gift from the studio. With a mere 26,000 miles on it Marilyn's Lincoln lists for \$200,000 and its value will surely increase with the passage of time.

The next car I saw was a 1934 Lincoln V-12 Judkins seven-passenger limousine which was one of 27 built that year. The museum's description reads, "This car, while almost sinister in appearance, is surely an embodiment of the true meaning of a closed classic car. The original cost of this vehicle was \$6,200, a fortune in 1934. This car is in mint condition and runs and drives beautifully. It lists for \$100,000.

I had a sinking feeling that there would be no Lincoln Continental four-door convertibles from the '60s and at that very moment I saw it. I knew immediately it was a '61 by the rear antenna, but I continued to look closely at each car on my way to it. There was a Mark III that had been heavily customized "and had a different name" for Sammy Davis, Jr. Personally, I prefer the original styling of the Mark III.

Before I knew it I was standing in front of the 1961 convertible. It was Sultana White with a black and white interior. What stunned me beyond words was that this Lincoln Continental was Jackie

Jackie Kennedy's 1961 Lincoln Continental Convertible.



Kennedy's. Having been a member of LCOC since 1983, I've never seen any mention of this car, nor in any book. The museum's description read as follows: "Jacqueline Kennedy's Lincoln." From the '50s through the '70s Ford Motor Company operated a garage in Washington D.C. just to provide the White House with vehicles for executive branch use. Periodically the cars were replaced and a group of three came up for bids, this car, the President's and Vice President's.

This car was purchased by Stuart Ford, a dealership in Lanham, Maryland after the Secret Service equipment and under-the-dash radios were removed, and a letter attests to this and the car's history. The car has now recorded 84,500 miles, is equipped with Cruise Control, and has been restored, the particulars of which are also available.

The car is in superb condition. The seats were not recovered in the original pattern or leather as well as the interior door panels. The body, paint and engine detail are excellent. This is quite a find and I feel reasonably priced at \$55,000.

Realizing that this was a significant car and that the members would be highly interested in reading about it and seeing photos minus the velvet rope, I approached Dave Brown who services and preps many of the cars at the Auto Collection. Dave took me directly to the office of the general manager, Mr. Robert Williams. I told Mr. Williams that I wanted to take photos of the Jackie Kennedy car and another for another club. He generously granted my request.

The serial number of the '61 convertible is 1Y86H420678.

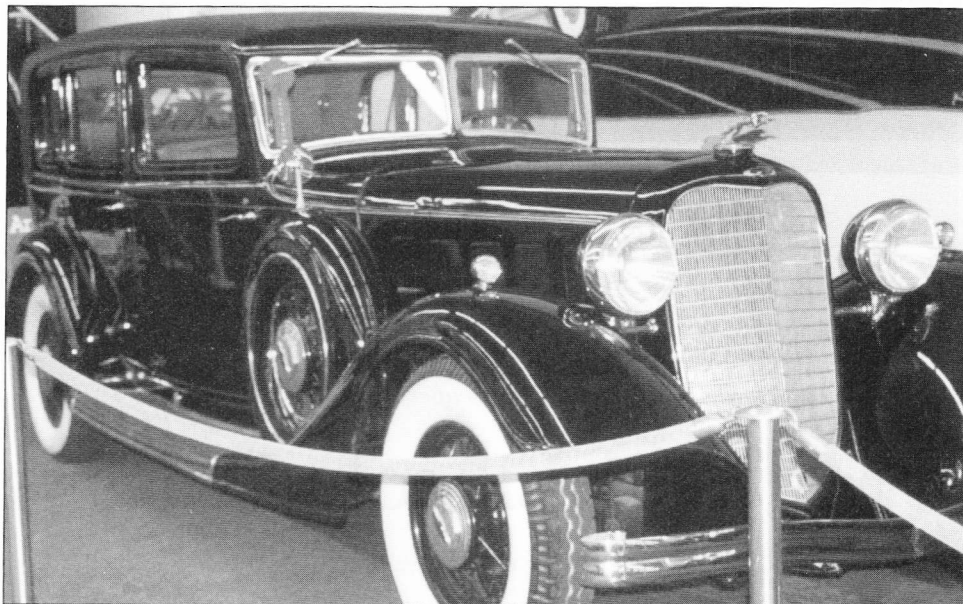
After photographing the cars Dave escorted me down through their storage and detail facilities. On the way down I saw two superb Mark IIs, one black, one light blue, and a 1966 convertible from Palm Beach, Florida which was a chiffon with white leather. I was stunned to see President Truman's Lincoln Cosmopolitan limousine. They also had a Chrysler four-door parade convertible that President Dwight Eisenhower had used on several occasions. It had been facelifted, like the X-100, to appear as a newer model.

The cars displayed in The Auto Collection are fantastic. They probably have one of the largest collections of Duesenbergs in the country. You must

truly see one in person to fully realize its magnificence---from its styling and superb quality and enormous size. There was a Rolls-Royce and also a Bentley from the same era, but clearly the Duesenbergs were finer.

If you go to Las Vegas I highly recommend you visit The Auto Collection at the

Imperial Palace Hotel and Casino. They have a tremendous variety (ie Jag E-types, '63 Corvette, Ferrari Daytona, Pierce Arrow, Hispano-Suiza, you name it!) of cars including those owned by celebrities.



Above, 1934 Lincoln Judkins seven-passenger limousine.

*Marilyn Monroe's
Barris cus-
tomized 1955
Lincoln Capri
convertible.*



*One of the two
Continental Mark
IIs in the Imperial
Palace's storage
and detail facility.*



Tim Howley's '61 from Bob Estes after detailing and painting..

My 1961 Lincoln Woes

by Tim Howley

Interviewing Chuck Goode about his three 1961 Lincolns brought back to mind my own experiences with two 1961 Lincolns in the '80s, reported on in Continental Comments #184, Second Quarter, 1991.

In 1982 I bought a Turquoise Mist sedan in Oakland. That was the color of the car on the front cover of *Car Life*, March, 1961 when that publication made the Lincoln Continental their "Car of the Year". The bad luck seemed to start right away. First I scraped my garage door with it, then one of the doors got hit one night when it was parked on the street. This was followed by a leaky steering box that turned into a \$1,000 repair. And after less than 1,000 miles one of the seals in the rebuilt box blew, but it was now some seven years later and the repair shop was up in San Rafael, I had long since moved to San Diego, some 550 miles to the south.

Now into the car for about \$2,500 I sold it to Batista Automotive in Ontario, California. They were going to restore the car for one of their clients. They came and picked the car up on a flatbed trailer and gave me a check for \$2,500. A few days later I heard from them. The client did not like the car, they wanted their money back and they were not going to bring the car

back to San Diego. So now I had to put a new exhaust system on the car, plus new tires and have some other repairs done in order to drive the car back from Ontario to San Diego, a distance of about 100 miles. On the way back both the transmission and the water pump went out, so now I was into the car for about \$3,500. More problems ensued back in San Diego and I ended up with about \$4,500 in the car. Gordon Jensen in Minneapolis offered to give me the original \$1,500 I had paid for the car, but I declined. Lacking storage I moved the car out to my son's house

in Clairemont where a motor home backed into it and ruined the grille. Luckily, I had another grille.

Meanwhile Batista Automotive sold me a very nice 1965 Lincoln Continental sedan which I had to resell to pay for all the repairs on the trouble-plagued 1961.

A year or so later I recounted my woes to Bob Estes, the well known Los Angeles area Lincoln-Mercury dealer who sponsored cars in the Mexican Road Races. Bob had been collecting cars for years. He was now liquidating his collection due to loss of storage and failing eyesight. He told me he had a very nice Turquoise Mist 1961 Lincoln sedan which had been in one of his warehouses. Originally this car was kept by Ford in Los Angeles for the use of Ed Sullivan when he was in town. Then Bob Estes sold the car with only a few Ed Sullivan miles, and Estes had taken it back in trade in about 1972 with 80,000 miles. I went up and looked at the car. It was one of several early '60s Lincolns which he owned. He offered me the '61 for \$800, and at that price it did not look bad.

Getting the car shipped down to San Diego turned out to be a nightmare dealing with haulers who proved to be about as dependable as Roger Rabbit, but eventually the car got here.

This turned out to be not a bad \$800 car needing the gas tank cleaned out, brakes, new tires and just a lot of cleaning and detailing. The engine ran just great. I put a Maaco \$800 paint job on the car and ultimately had \$2,400 invested. When I

*The '61 from Bob Estes
as found in Estes'
warehouse.*



offered it for sale in the local *Auto Trader*. I had a lot of phone calls, some lookers, but no buyers. Chuck Goode came out and looked at the car but passed.

Finally I sold the car to a young man named Brandy for \$2,400. He gave me \$1,200 down and disappeared. I did not hear from Brandy for nearly a year.

Meanwhile I told my story of the two cars to the late Dr. Hans Norberg at the 1994 Mid-America National Meet in Itasca, Illinois. Gordy Jensen was no longer interested in the first car, but Hans was interested in both. Since Brandy had not appeared Hans said he would give me \$2,400 for the Bob Estes car and \$1,500 for the first car with all the problems. I told Hans that if I didn't hear from Brandy within the next 30 days it would be a deal.

When I returned to San Diego from Illinois my wife informed me that Brandy had called. He had a run of bad luck but had finally come up with the other \$1,200. So that car was finally out of my hair. I called Hans Norberg and told him I would sell him the troubled car and all the parts for \$1,500. He was going to send two people out from Tulsa to pick up the car and parts. But one of them fell off a ladder and broke his foot and the lady had some other kind of a weird accident. They did not appear to pick up the car and parts for several months. When they came I found out that they spent as much on gas as they paid for the car. Their truck with a car trailer got about 4 mph.

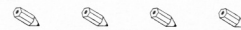
Not long after the car arrived back in Tulsa Hans Norberg had a stroke. That would be about 1995. Dr. Hans died in 2000. Somehow the car wound up in Gordy Jensen's collection of parts cars in a Minneapolis warehouse where I saw it last summer. I can only assume that Gordy got the car for the \$1,500 he offered me for it 10 years earlier. I should have sold it to him then and been rid of it.

I understand that the Bob Estes car which I sold to Brandy ended up at Baker's Auto in Connecticut as a parts car. I don't know how it got there or where Brandy is now. He was a partner in a long distance telephone company in downtown San Diego that folded, and the last I heard Brandy and the car went to Idaho.

What I should have done was restore the Bob Estes car and use the '61 from Oakland as a parts car, but then hindsight is always 20/20.

The moral to the story is what Chuck Goode pointed out earlier. If you buy '60s Lincolns buy nice, original, low mileage one owner cars and pay the price. If you do buy cars like the two I owned, buy them strictly for parts. Because restoring a bad one will cost you more than buying a good one to begin with.

In very recent years I have returned to my 1956 Lincoln, a 1947 Lincoln sedan and a 1948 Lincoln Continental coupe. I have had much better luck with these cars. They are not nearly as complicated electrically and they do not seem to fall apart when not well maintained.

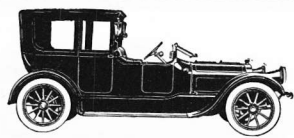


Above, both of Tim's '61s parked in front of his former home in San Diego in 1991.

I have had similar experiences in restoring two 1964 Lincoln Continental convertibles. You never pay too much for a good one, you always pay too much for a rough one, even if they give you the car. And every year the cost of restoration keeps going up. With rising energy costs the cost of restoring cars will probably rise dramatically before the end of this year.

Below, Tim's '61 from Oakland as it looks today as one of Gordon Jensen's parts cars in Bloomington, Minnesota.





The Restoration Shop

Tips on '60s Lincolns by Chuck Goode

I don't consider any of my cars to be restored. I call them "heavily detailed" or "upgraded". I won't buy a car that's sitting outside and decaying away. It is foolish to buy a car that is going to take that much resurrection to bring it back. All of my cars have been garaged cars, basically low mileage original. That's the only way to buy a car, otherwise you are going to be sorry when it comes to the chroming and the upholstery, etc. You're just asking for trouble.

You really have to work at finding these cars. You will run across 30 junkers, dogs, basket cases before you find one nice original car. I have had people call me up and I have gone out looking for these cars. A lot of times I get referrals from other members in the club. I have people who call me for advice on restoring their cars, or what to look for in selecting one of these cars.

Last year I had a '64 sedan. I bought it from the man who owned the towing service that I used to pick up my '61 sedan. I didn't even want the car. It turned out to be a wonderful car, but it was sitting in this man's yard under a pine tree. Me and my soft heart, I told him I would come by and look at the car and evaluate it in case somebody I knew might want it.

The first thing I looked at on this car, or on any car, is the interior. If the interior is trashed you can bet that the whole car is trashed. If the interior is nice you can pretty much take it to the bank that the car has been taken care of. I don't care if the paint is faded or even peeling. I looked at this car and saw that he had sheets draped over the interior. I was astounded because here was a car that had 154,000 miles, and I opened the door and could see this was a car that had not spent any measurable amount of time outside because on the door panels you could still see the pearlescent finish on the vinyl. The dash was beautiful. The front seats were worn, but you would expect this at 154,000 miles.

The carpet was beautiful, the headliner was beautiful, the chrome was beautiful, the car did not have a speck of rust on it. All the trim was off the car. The guy had bought it for his girlfriend, he was going to "restore" it, but he didn't know what he was doing. He broke up with her, so he just didn't want the car anymore. I went home and said to myself, I could make that car beautiful again. So I made him an offer that he accepted, and he even towed it to my home.

The car was not running. I had to do a lot of mechanical upgrading including taking out the transmission and resealing it. I also had to replace the torque converter. The timing chain was completely gone. All of the timing gear teeth had chipped off and fallen down into the oil pan and were sucked up into the oil sump and were wedged there. It's a good thing I didn't try to start the car.

I had all the records on this car since new. This is a car that a LCOC member, Chad Hunt, had bought up in Sunnyvale, California in about 1975. He had driven the car to LCOC meets for years and had won first place trophies with it. It's amazing how these cars come around full circle.

After I had done the mechanical work I sanded down the body myself and took the car to my painter. The car came back absolutely stunning. I put a new black vinyl roof on it. I showed this car at the San Marcos Meet last year.

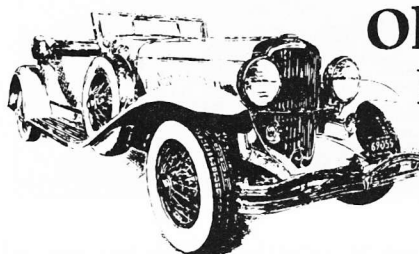
I have a full time job at the Marine

Corps depot in San Diego, so I do all of the work on my cars at night and on weekends. We have a six car garage so I can work on any of my cars year around. I used to do all of my own paint work in the garage, but I started having problems with the atmospheric conditions. If it was a little too damp or cool the paint would fog up. I finally decided it was not worth the heartache and the waste of paint to have to go out there and redo panels. I still spray paint my cars, myself, but I do not do it at home. I do it in a painter friend's shop on a Saturday. It is so much easier and nicer to do it in an environmentally controlled condition in a booth. Even though these cars were originally painted in acrylic enamel I prefer to repaint in lacquer because I color sand everything by hand. I lacquer the car with the color, then I clearcoat with about three coats of the clear lacquer, and then I color sand by hand, and then I buff it down to a more or less glass finish.

As an example of the beauty of the lacquer, my Turquoise Mist 1961 had the original enamel which was really nothing to write home about. It had orange peel on it from the factory. With lacquer you can polish it out and make it look like glass and as deep as Lock Ness in Scotland.

I do not have a lift or a lot of facilities myself, but I have friends who have various shops. I am very lucky in this respect.

Getting to specific technical problems on these cars, the '61 heater/air-conditioning servo control is the worst. When I first got my '61 convertible it worked. After about two months it died. I put another used one in and it lasted for about six months and then quit working. I finally decided to put in a '63 servo control. In '63 they finally



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got rid of the bugs on these servo controls. They modified the whole ac/heating system and made it much more reliable. The dash cluster is the same housing. So why not put a '63 control in this car which is what I did from a parts car, and the control has worked like dynamite ever since. If you don't point it out to somebody that doesn't know '61s you would never know that it was changed because it sits right in the same spot.

It has been said that '61s had a lot of problems compared to the later years. This is not necessarily true. They did have some bugs, the primary one being the heating/air-conditioning system which I have just described. It had a little vacuum disc with little pins that just didn't work very well. In fact, on the majority of '61s that I take apart, I will find that the vacuum servo has been replaced with a '62 unit which was much better but was still flawed. But you can repair a '62 servo, you cannot repair a '61 servo.

Mechanically, the '61s were outstand-

ing cars. That 430 engine has to be the strongest powerplant that I have ever had. And I have had every General Motors car from Chevy Impalas to Cadillac. Never have I had a GM car that had a stronger, quieter engine.

'61s were pretty devoid of accessories. They were kind of a bare car. I don't know this, I'm just looking into the crystal ball, but I think I know why. The '58-60 models were so flamboyant and outlandish, and had all these gadgets on them. Then Robert McNamara came in and started taking control, he realized how much money the company had lost on Lincoln. I think that he was just bound and determined that if he was going to allow the Lincoln Division to live and flourish he was going to start with a very basic car with very basic features on it that would not be troublesome. They could test these cars and retest them to bring their standard of excellence back up again.

Sixties Lincolns eat exhaust systems for dinner unless you buy the stainless steel exhaust systems. That is the wisest thing to do because you will be so far ahead in the money spent if you plan to keep the car. Another thing is the mufflers. You can't find the correct mufflers just anywhere. Nobody makes them anymore. I personally get them from Baker's



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Continental Comments

INDEX NOW AVAILABLE.

A complete index to *Continental Comments*, issues #1 to #220 is now available. This index was prepared by Jack Shea and is extremely extensive. It lists articles and technical articles/tips on all years and models in chronological order, lists tech tips, photos, and much more. A must for any member who wants to avoid spending hours/days going through back issues. Price \$10.00 postpaid, \$12.00 in handsome LCOC binder. Make check payable to LCOC and mail to: Nubs Schactner, 246 East Dayton Street, Galesburg, ILL 61401 Or you can fax your order to 309-341-1091.

Auto. You go to some of these local places and the exhaust systems will never sound right. They will either have a rumble or end up sounding like a Ford Galaxie, they just don't sound like a Lincoln. A Lincoln was supposed to be seen and appreciated but never heard. The exhaust systems are supposed to be absolutely whisper quiet. The original pipes were double walled laminated pipes. There is no echo in those pipes at all. The mufflers were baffled with fiberglass matting, I guess it was asbestos back then. They were wrapped in asbestos, and then they were wrapped again with stainless. Baker's Auto does the closest thing to the original, and his mufflers are made as close as you can get to the original specifications. You are going to save money in the long run because Baker's stainless exhaust systems are lifetime guaranteed.

This is a pet peeve of mine. A lot of people run these cars on the steel belted radial tires. The 1961 to 63 models have the 14-inch wheels. I consider it patently unsafe to drive these cars on modern radial tires. The original tires were so huge--9.50x14, the tallest tire made at the time.

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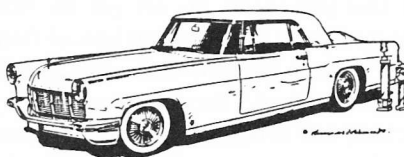
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Now you shrink this down to a 2.25 or 2.15 which is the largest radial you can get in a 14-inch. The car is too heavy for such small tires and you are asking for trouble. People will tell me that with the old bias ply tires you feel every wiggle in the road. I tell them these cars were manufactured in 1961. You didn't have many concrete freeways with lines and separations. So don't blame it on the tires, blame it on the road. Besides, the cars are not meant to be driven around as everyday cars. Plus they don't look good with radial tires, but most important is the safety factor. So go back to the original bias ply tires. To me, if the tires are wrong the whole car is wrong. I have always said that the one big focal point on a car is the wheels. If the wheels look outstanding then the rest of the car is going to look the same way.

Editor's footnote: In the April, 2001 issue of the *Confab* (the Western Region newsletter) author Chuck Goode notes the many 1961 Lincoln Continental model year production changes. While we have the author's permission to reprint this article we do not have room in this issue, and will try to carry it at a later date.

Also, members have the right to state their opinions as to why one year Lincoln may look or perform better than another. The '61 is a car where there are strong opinions because it was such a radically changed car from the previous year. However, based on past experience, the editor does not have that same right. I have practically gotten my head-blown off in the past. So I'll keep my opinions on the '61 to myself. But based on the mail I have received for this issue, the '61 Lincoln Continental is a car that LCOC members either love or hate, and often it is a love/hate relationship. *Tim Howley*



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TECH Tips

On 1961 Lincolns by Jeff Smith, Warrensburg, Missouri

I have some information on '61 Lincolns which may be of interest to others. I know that some people have strong opinions on what is factory correct and what is not, so I am stating now that what is mentioned here is simply my observations over the years. Here are a few of the significant differences that I am aware of. Obviously there are trim and other differences and these are listed in the brochures for the succeeding years.

The '61 heater, while very similar to the '62 model, has a leak-prone water valve integrated into both the left and right heater cores. It uses a vacuum motor to move a plunger in and out of a valve to regulate the amount of water entering the heater core. The '62 and later models use a seated external valve which you see on other Ford products of the same era. The '61 also has an additional vacuum-operated air door that positively closes off the heat to the rear compartment (through the door panels) when the defrost mode is selected. As a side note, the '63-65 has a completely different heater/a/c unit that shares one common blower motor and the rear seat passengers do not get the heat from the rear of the doors but instead from a duct beneath the front seat. For models equipped with a/c, the '61-62 a/c is very efficient, but is recirculate only and does not offer the choice of fresh air intake which was available from '63-65.

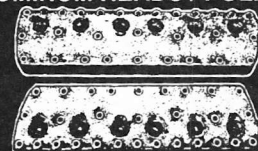
The '61 uses an electric-vacuum device that physically opens the throttle slightly when the a/c compressor is engaged to prevent idle slow down. It connects to the accelerator linkage and is just behind the engine near the fire wall. The later years get the same result with an electrically operated air valve on the carburetor that opens when the compressor is on to feed more air into the intake manifold, increasing idle rpm.

The passenger sun visor has no mirror for '61.

The '61 radiator has the transmission fluid cooler in the right tank of the radiator, but also has a cooler in the left tank which is for the power steering fluid. The power steering fluid cooler was dropped for '62 and the transmission cooler was moved to the left side of the radiator.

My '61 convertible, built February 21, 1961, has a 1/4 by 1/2 inch steel plate welded underneath the left and right rocker panels. It is spot welded to the body approximately every two inches and has cutouts for the rocker panel drains. I always thought that this was added by some over zealous body shop or shade tree mechanic. However, when I attended the St. Louis Meet last fall there was another '61 convertible with the exact same plate installed in the exact same manner, meaning (to me) that it was installed at the factory. It obviously would decrease lateral movement and shake and could have been a temporary fix to that type of problem.

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Incarnation of the "Special Town Car"

(A.K.A. "Pseudo *Lido*")

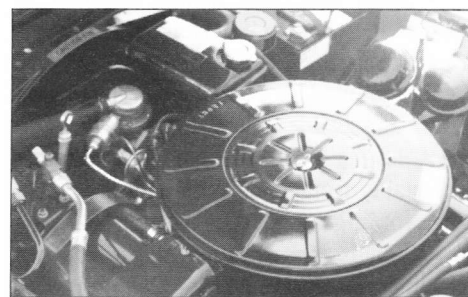
by Chuck Goode

My decision to create a facsimile of the '63 Lido was prompted by two concurrent events. The first of these occurred when I was called by a fellow looking for a good home for his grandmother's '63 Lincoln Continental sedan. I agreed to make the trip to Fullerton, California (Orange County) to view the car only because he described, in great detail, what sounded like a well-preserved original specimen. Upon inspection, I concluded that the car was a somewhat tired, but very straight, original example right down to the paint finish. Although the owner's asking price was very fair, I wasn't interested in taking on the project because the color combination was absolutely hideous: Polynesian Gold with pearlescent gold leather (actually ivory-toned) and ivy gold carpeting and dash. As I entered my car to return to San Diego, the owner said he would cut his asking price in half if I changed my mind, because he wanted the car to go to someone who would do it justice. I said I would think it over and call him back at the end of the week.

After several nights of laying in bed, balancing the positives and negatives of taking in this orphan, I came to the conclusion that I didn't need nor want another project. Already the caretaker of three beautiful slab-side Lincolns, I simply

could not justify another '63 sedan. (Especially since I already owned the prettiest '63 sedan in California.) But then, as fate would have it, I was smitten by the second event of this tangled equation. It just happened that the March/April, 1997 issue of the *Continental Comments* arrived in the mail during that same week. Starved for Lincoln printed matter, I turned the cover page and as my eyes fell on the index, heart-stopping emotion rushed through my body. There it was. That posh styling exercise that I had viewed in obsolete editions of

Motor Trend and *Car Life* many years before. Repeatedly, I queried LCOC historians about the existence of this very special '63 sedan, only to be treated to expressions of disbelief. Yet, here it was, featured in not one but two articles referencing the history as well as the current location of this show vehicle. As the excitement I felt when I first discovered the "Lido" was re-kindled, my mind drifted back to that ugly, gold sedan. Maybe, just maybe it would be possible to take that ugly duckling and turn it into a beautiful swan. Straightaway, I grabbed the phone and rang the owner in Fullerton. I told him I had had a divine revelation, and that I was going to make that car more beautiful than he would have ever imagined. Subsequently, I made the trek to Fullerton to secure the deal. And the rest, as (they) say, is history.



UNIQUE FEATURES OF THE ORIGINAL LIDO

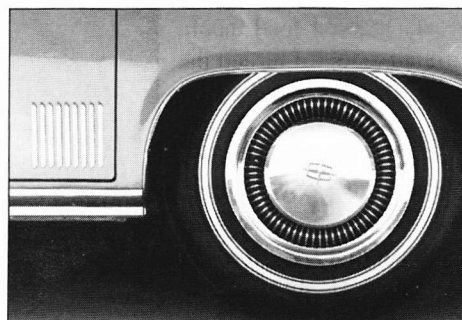
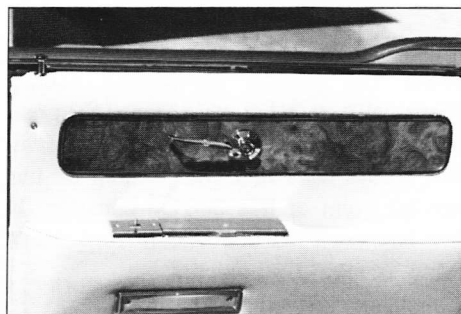
EXTERIOR

- Hand-rubbed acrylic lacquer finish in exclusive color: Persian Sand Pearlescent
- Exclusive hand-crafted wheel covers -
- Nine (9) chromed vertical louvers attached to lower-rear section of rear doors -
- Specially-cast body peak moldings "stepped" with upper portion accented in body color -
- Black vinyl roof cover with specially-cast chrome moldings used at base of side pillars for garnish treatment
- Specially-cast "Continental" scripts attached to upper-rear quarter panels, utilizing a completely new script style
- Exclusive "Lido" scripts placed on side roof pillars adjacent to existing "star" emblems

INTERIOR

- Seats and door panels trimmed in leather matched to exterior paint finish -
- Hand-rubbed East-Indian Rosewood veneer applied to door panels, glove box door, and inside lid of front seat center console -
- Exclusive individually-adjustable front seats with center console and folding armrest -
- Uniquely-styled door panels incorporating large bordered sections for wood inserts -
- Genuine mouton carpet covering floor, cowl kick panels, front seat cushion rear overlay and bottom section of door panels below armrest assembly -
- Exclusive pattern used on seats with special pleating and tufting
- Extruded aluminum trim applied to outline buttons used on seat backrest faces and bordering around seat-back inserts

NOTE: A number of these features were employed as optional equipment in the 1964 models. Specifically: individually-adjustable front seats and console, and vinyl roof cover in 1965. Carried over to all models in 1964 were the fender script style and wheel cover design.



1963 CONTINENTAL "SPECIAL TOWN CAR" MODIFICATIONS

EXTERIOR

- Paint Finish: Acrylic Lacquer, 1965 Lincoln, Heather Mist, Code 'L' -
- Roof Cover: Black, pebble grain vinyl, available mid-year 1964 on all Lincoln Continental sedans -
- Wheels & Tires: 15 x 7" rims; 9.15 x 15 Firestone Deluxe Champion tires standard with all 1964 Lincolns; 1964 wheel covers; triple-stripe whitewall pattern premiered on 1968 Continental Mark III and all 1969 Lincolns

- "Town Car" script applied to roof sail panels first utilized on 1970 Continental with "Town Car" option; "star" emblem re-positioned to comply with treatment used on "Lido" show model -

Vertical louvers applied to lower-rear portion of rear doors

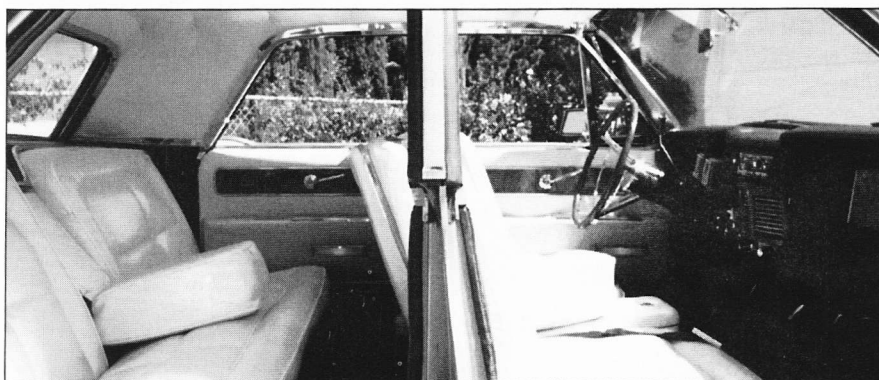
- "Continental" script design first used on 1964 models, repositioned to comply with treatment on "Lido"

INTERIOR

- Color Scheme-. White pearlescent leather with black accents (carpet, dash, etc.), Code No. 16 available on 1964 models -
- Individually-adjustable front seats with console and center armrest, biscuit & bolster pattern, optional at extra-cost on 1964 models -
- Carpathian Elm Burl wood veneer applied to door panels, glove box door and driver's instrument cluster/control panels (genuine wood trim used on driver's control console in 1961-62 models only) -
- Imitation burl wood knobs used for dash and radio controls from 1961-62 models -
- Dense-pile polypropylene carpeting used currently in several luxury models

Larger photos on two previous pages taken by Ole Damgaard-Nielsen.

Smaller photos on previous page and all photos on this page taken by Chuck Goode at the time he restored the car.



The MAILBAG

More on Stengel 1962 Lincoln Continental Custom Wagon

I read with fascination Ken Eberts' response to my inquiry in the March-April issue about the Stengel 1962 Lincoln Continental Custom Wagon. He certainly shed a lot of light on this mystery. He expressed some doubt that the car could have been built as "there's not a lot of structure at the 'c' pillar to seal the window and support the roof if it's a real car". Out of curiosity, I put on my Sherlock Holmes hat and searched the internet and here's what I found. While I'm not sure this is the actual Stengel car, it sure looks like it. If it is, someone updated it with faux wood trim and '65 taillight lenses. As the license plate says "I only", who knows. This may be the Stengel car or one that somebody built from his design. The car seems to be in very rough shape, but hopefully someone will restore it. It's certainly unique.

An article about the car and the link it shows to the ebay auction back in January of this year is: <http://bangshift.com/general-news/ebay-find-2/ebay-find-this-one-of-none-1962-lincoln-continental-station-wagon-need-a-home/>

Dan Weiss

Glendale, California.

Editor's Note: We are unable to print the photos because they are copyrighted and we have not yet been able to get permission to use them.

...and from Ken Eberts

Daniel, Great sleuthing ! I believe from these photos that Peter actually had the car built and this is it. Looking closely at the original picture on the business card you can just make out the little handle/latch on the passenger side rear vent window which matches the same in the photos of the actual car. So I would say this is the actual car, and actually quite well designed although less successfully in the rear. Most likely it used some pretty heavy duty metal in the new pillars to hold up the roof. I agree someone should save it.



The old California plates (I had a '76 Corvette with that color combo) fit and the rust from sitting out in the owner's tree shaded driveway could account for the rust but I'm just guessing. It is fun seeing it. Thanks for sharing the photos with me.

Ken Eberts

knebrts@aol.com

Lincoln Overhead Valve Engines for World War II Tanks

Hi Tim, while recently doing some WW II research I came across these two photos depicting Lincoln's contribution to the war effort. 1,100 cubic inch, 500 hp, Overhead Valve tank engines were produced at the Detroit Lincoln plant. It's interesting to note Ford/Lincoln had the technological knowhow to produce OHV engines, but would wait until 1952 before doing so

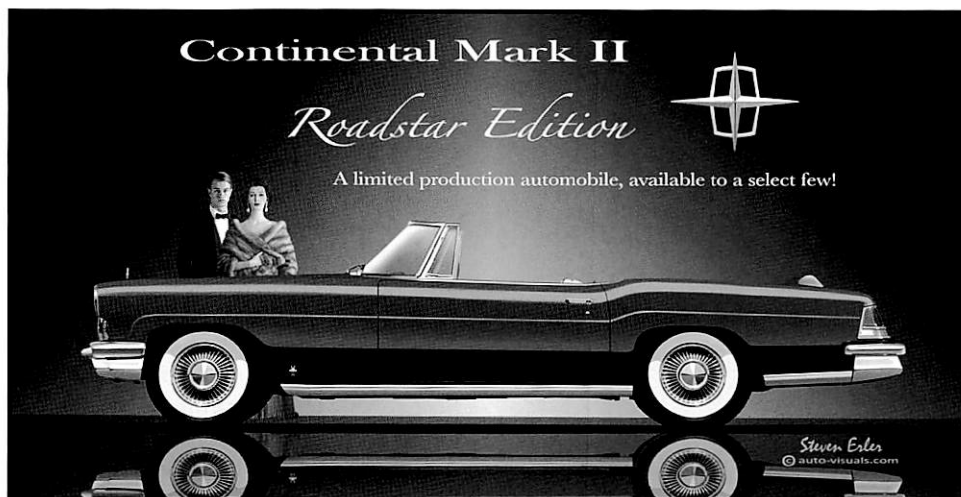
The elusive 1962 Lincoln Continental station wagon that may actually exist.

for the Lincoln line.

Ford built 26,727 GAA 1,100 cubic inch, 500 hp engines in its Lincoln Plant in Detroit for use in the M4 Sherman tank and later in the M26 Pershing. While this engine was preferred by the US Army, Ford could not produce enough of the engines fast enough for all of the over 45,000 Sherman tanks built, and other types of engines from other manufacturers were also used. The most popular was the 1942 Cadillac flathead V-8. The engine block castings for the Ford GAA were poured at the River Rouge. At least one still exists and is on display in the Ropkey Armor Museum in Crawfordsville, Indiana.. For photos see: <http://usautoindustryworldwartwo.com/ford.htm>

Don Zollo,

Saugus, Massachusetts.



Pasadena, California member Steve Erler's idea of a Mark II roadster.