

# NORTHSTAR NEWS

## My Pride and Joy



Charles Hanson's 1956 Premiere

As told by Charles Hanson

I was walking down Main Street in Ortonville, MN one November day in 1955 when a most incredible new Island Coral and White 1956 Lincoln Premiere Coupe came into town. It gathered so many spectators

that traffic came almost to a halt. No other car, new or old, that I can think of in my memory ever drew that much attention. 1956 was a presidential election year and Adlai Stevenson as well as Estes Kefauver came into Morris, MN also in November of 1955, both riding in a 1956 Lincoln Convertible. Obviously they didn't both arrive on the same day as this would have caused a political problem, but I would have to guess they both were brought into Morris in the same white 1956 Lincoln convertible.

My 1956 Premiere Coupe came from York, Nebraska and was purchased at an estate sale by a man from Lincoln, Nebraska.

I became aware of this car because of an ad I saw in "Deals On Wheels" in December of 2001. The photo in the ad showed the car from the rear and it was without taillight lens which probably gave the impression to others including myself that it might have been a basket case car needing a lot of restoration. I decided to drive down anyway and have a close look and as soon as I saw it I was favorably impressed that it was a very nice car for the price asked, and so I made the purchase. A few days later I went down to Lincoln with my pickup and trailer and brought it home. Finding a pair of taillight lens would be very expensive if I bought new reproductions, but Francis Kalvoda knew of a "56 Capri Sedan on a farm site, North of Kerkhoven, MN that was for sale. Without pausing, I bought it and that ended my search for taillights lens and also provided me with a parts car. Since purchasing it, I have done some work to upgrade both the mechanics and also did a few cosmetic improvements to freshen up the overall look of this fine vehicle to try and make it look as it would when it was new.

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*Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.*

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

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

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

*(Continued from page 1)*

Since I bought the car, the man who sold it to me acquired another Premiere '56 Coupe, this one being grey in color.

The 1956 Lincolns were among the most successful cars sold by the Lincoln-Mercury Division during those years, and are highly sought after now by collectors, especially the convertibles. The 1956 Lincoln Premiere Coupe won the Industrial design award for that year which was an embarrassment in a way for the Ford Motor Company as one would have thought the 1956 Mark II would have won this award instead. I enjoy driving my 1956 Premiere very much and it draws a lot of attention where ever I go.

Below is a table showing 1956 Lincoln production.

Model Year	Model		Quantity Produced
1956	60E Capri	2 door HT	4,355
	73A Capri	4 door Sedan	4,336
	60B Premiere	2 door HT	19,619
	73B Premiere	4 door Sedan	19,465
	76B Premiere	Convertible	2,447
	60A	Mark II Continental	2,550
		Total 1956 Production	52,872

Our thanks to Charles Hanson for telling us about his 1956 Premiere two door HT. Truly one of the finest Lincolns ever made, and the envy of most other Lincoln owners. Quoting from Lincoln advertisements of the period, "Nothing can be finer."

## Trivia from the Internet



Charles Strite

*It is easy to take for granted many of today's most common household tools and appliances. A variety of concepts that seem simple to us now, however, actually came about via a great deal of ingenuity and perseverance, coupled with excellent timing and business sense.*

*During World War I, a master mechanic in a plant in Stillwater, Minnesota decided to do something about the burnt toast served in the company cafeteria. To circumvent the need for continual human attention, Charles Strite incorporated springs and a variable timer, and filed the patent application for his pop-up toaster on May 29, 1919. Charles P. Strite, born in Minneapolis, MN, received patent*

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## Editors Message

## March 2010

February is almost a memory. With our good friend the sun getting higher in the sky every day, the period between sunrise and sundown is also lengthening and as an added benefit, daily temperatures are rising. The light at the end of the tunnel is the sun and at the far end, will be spring. It's time to start thinking about awakening our fine old automobiles from their slumber and once again getting them ready for the road. We will also be glad to welcome back our club members, those who made the ultimate sacrifice and spent the winters in much warmer climates. I won't name any names, you all know who you are.



Ch. Faithie, the good Irish girl that she is, shown getting ready to celebrate St. Patrick's day and her birthday. Join her in a toast on these two great days. May the luck of the Irish be with you.

We have two Northstar events this month, Ken Sampson has once again offered to host a detailing seminar on Saturday, March 20<sup>th</sup>. Ken works miracles. He engages in the laying on of the hands and can make a good car great. He knows all the secrets and will share a few of them with us on this special Saturday. See the event page for more information. Please come, you will be glad you did. And on Sunday, March 21<sup>st</sup>, we will visit Tinucci's in Newport. Great place with great food. Again, details on the event page. See you there.

We want to thank Charles Hanson, from Correll, MN for his article on his 1956 Premiere. Lincoln made some very fine automobiles in the 1950's and 1956 was an especially good year for

Lincoln. Their 1956 Premiere/Capri had to be one of the best looking cars of the decade. The Mark II was also recognized as being right up there at the top too. Simple elegant styling, timeless beauty. One of the other beauties of 1956 was Chrysler Corporation's Imperial. Widely referred to as a Chrysler Imperial, it was licensed as a separate make from 1955 forward. Unfortunately, they sold in far fewer numbers than Lincoln. Total production for Imperial was a modest 10,628. About thirty years ago, I had an opportunity to purchase a very nice black 1956 Imperial sedan. Marion and I still have it and we enjoy taking it out on nice days. Not as

nice as a Premiere, but still a great drive. I look forward to seeing Charles Hanson's Premiere up close on our "Bismarck or Bust" tour later this summer.

Sweet Faithie, who's picture has been gracing the center of this page for the past five years is once again celebrating her birthday on March 17<sup>th</sup>, St. Patrick's day. Now we all know it is impolite to reveal a lady's birthday, but we will go as far to say it is one that ends in a 0. Enough said. She will have a great day, a few of her favorite treats, maybe a few cards, but no green beer.

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

*Directors Message by Bob Johnson*

*March 2010*

*(Continued from page 3)*

*on October 18, 1921 for the bread-toaster. That same year Strite formed the Waters Genter Company to manufacture his toaster and market it to restaurants. Receiving financial backing from friends, Strite oversaw production of the first one hundred hand-assembled toasters, which were shipped to the Childs restaurant chain. A consumer version was made available to the public in 1926. This version allowed for the user to adjust darkness by moving a lever on the side of the toaster.*



*Electric toasters have been in existence for less than 100 years. Yet, people have been consuming bread for the past 6,000 years, and people have been toasting bread since the time of the Romans. Toasting bread makes it crunchier and preserves it, an*

*(Continued on page 5)*



Winter, Winter and more Winter, we do not have it so bad, Atlanta, 4" of snow, Florida frozen fruit, Texas one big mess, just think we could be on vacation in one of those warm places. Only two months of winter left, I hope. While working on our activity schedule, I see that we will have plenty of opportunities to drive our Lincolns this summer, Barnum in June, a tour to Bismarck, North Dakota in August and Lincoln Nebraska in September for Mid-America National Meet. Now is the time to get the car in tip top shape for a fun summer.

Dave needed to get a jump on doing the newsletter the weekend of our CCCA pot luck, so Dave will write about our Pot Luck and Auction with CCCA we had on Saturday, February 20<sup>th</sup>, at the Auto Motorplex, Chanhassen in the April issue.

Over half of our North Star Membership renewals have been already returned. please send your renewal in as soon as possible.

We will have two activities on the weekend of March 20<sup>th</sup> and 21<sup>st</sup>. First a detailing seminar by Ken Sampson, Showcase Auto Brokers, 26643 Fallbrook Ave, Wyoming, on Saturday, March 20<sup>th</sup>, 10:00 AM to 12:00 PM. Then a Sunday Brunch, will be on March 21<sup>st</sup>, at Tinucci's, 396 21<sup>st</sup> Street, Newport, 11:30 AM. We will have a private room, so please attend, come and join us for fun and fine food. RSVP to Bob Johnson, 651-257-1715 by Thursday, March 18<sup>th</sup>. A RSVP is a courtesy for the restaurant so they know how many to expect, if you can't RSVP, you still can attend as there should be plenty of room.

On Sunday, April 11<sup>th</sup>, we will go to a new place for our Sunday Brunch, Spasso, 17253 Minnetonka Blvd, Minnetonka, 11:30 AM. The buffet has a Senior cost of \$12, plus tip. Bring your Lincoln friends with you to this bunch.

The LCOC Eastern National Meet will be held in Ocala, Florida, April 21 – 25. You can get a meet packet from [www.lcoc.org](http://www.lcoc.org) if you are interested in attending.

Our Second Annual "Morrie's of Minnetonka" Lincoln Car Show, will be held on Memorial weekend, Saturday, May 29<sup>th</sup>, 10:00 AM to 3:00 PM. This is a free Lincoln Car Show. We will be displaying our Lincolns facing I394 so there will be plenty of traffic viewing your beautiful Lincoln. Please put this event on your calendars now, it will be an event that will have many Lincolns attending. We hope to have close to 50 Lincolns at this event.

Barnum Car Show, Saturday, June 12<sup>th</sup>. 8:00 AM to 4:00 PM, We will visit John and Dorothy's car collection after the car show. This is a public car show open to all models. We have 11 rooms reserved for Friday, June 11 and Saturday, June 12, at the Northwoods Motel in Barnum, so you can enjoy the whole weekend in the great North Country. Room rate is \$74.00 for seniors and \$79.00 for those people who lie about their age. please call 218-389-6951 and ask for the North Star Lincoln room rate, as rooms should go fast

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

## February Board Meeting

February 4, 2010

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Culver's in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Tom Brace, Bob Roth and Roger Wothe. Other members present were Faye Oberg and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTOR'S REPORTS

Regional Director Bob Johnson reported that sites in Burnsville and Chaska have been reviewed for the 2012 Mid America Meet and now sites in Bloomington will be reviewed. Bob provided a draft of an LCOC Funding Letter for a Lincoln Motor Car Museum on the Gilmore Car Museum's Michigan Campus by Joanne Lower, the Funding Coordinator. Members of all four Lincoln Clubs will be asked to participate to meet a \$300,000 challenge grant from Jerry Capizzi and Chris Dunn by 1 August 2010. Requests will be sent to all LCOC members. Bob reported that the Annual Board Meeting in Florida was the best that he had attended. The National will provide \$500.00 seed money for the 2012 Mid America Meet. The National has also approved a Regional Jacket project. A Regional Shirt project was also discussed and will be determined later. Bob reviewed a North Dakota Tour and Car Show. Details will be published in the newsletter.

Treasurer Harvey Oberg reported the treasury balance to be \$2,662.94 with all bills paid.

Membership and Publications Director Dave Gustafson reported that about 40% of the membership has renewed so far. He still needs "my Pride and Joy" articles.

Activities: A list of the activities planned for the year will be provided in the newsletter.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Culver's in Maplewood on Thursday, March 4<sup>th</sup>, at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

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*especially important characteristic for early civilizations. Before the advent of the electric toaster, bread was toasted over an open fire with the help of a variety of simple tools. Toasting bread does more than just preserve it, of course, it changes its nature; bread becomes sweeter, crunchier and the perfect surface on which to spread all sorts of things.*

*The toaster represents the crest of one wave of technological innovation. It began with a huge effort to electrify the nation. Once homes were wired, this created a demand for household appliances, one of which was the toaster.*

*Even after electricity was introduced to homes across America, the electric toaster was still not a feasible invention. Because the surface of toast needs to be heated to temperatures above 310 degrees Fahrenheit, electric toasters must contain wires with the ability to reach very high temperatures without becoming*

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*damaged or starting a fire. Such a wire would have many uses, aside from application to an electric toaster. Therefore, many companies strove to discover it. By March of 1905, an engineer named Albert Marsh discovered that an alloy of nickel and chromium, known as Nichrome, had the properties of the sought after wire.*

*Shortly after Marsh's discovery, an employee of the American Electric Heater Company named George Schneider applied for a patent for his version of the electric toaster. In the next several years, there were already several people and companies working to develop their own versions of the toaster. There must have been a number of prototype electric toasters made by companies and garage inventors alike in these early years, but it wasn't until 1909 that the first successful electric toaster was produced. In July, 1909, Frank Shailor of General Electric submitted his patent application for the D-12, considered the first commercially successful electric toaster.*

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## *Luscious Lincoln by Tim Howley.....*

From Hemmings Classic Car, December, 2005.

**With its 1956 car, Lincoln surpassed its famous Mexican Road Race models and went head to head against Cadillac.**

**When it made its debut**, the 1956 Lincoln was the *styling sensation* of the year. So clean was its design that it even won the prestigious International Design Institute Award, an honor that is rarely given to an automobile. In fact, so striking is this stylish convertible that it's regarded by many collectors today as one of the ultimate U.S. production convertibles of the 1950s. No post-war Lincoln today, especially convertible models, has gained more respect with Lincoln collectors.

The 1956 model was Lincoln's first serious attempt to unseat Cadillac, and it made a fantastic showing, with production surpassing 50,000 units, the highest Lincoln production figure since the long 1949 model run, and the highest figure again until 1966.

Unfortunately, there are not a lot of '56 Lincoln convertibles to be found. Of the 2,447 built, probably just a few hundred survive. It was not the type of Lincoln convertible that people saved compared to the more popular 1958-'60 Mark IIIs and the 1961-'67 convertible sedans. This is probably the reason why the '56 convertibles are so sought after and their prices are so high.

The lowest-mileage, all-original 1956 Lincoln convertible known was found at Lake Minnetonka, near Minneapo-

lis, in 1996. It had been bought new by a car hoarder who would drive a car for a year, and then stash it away. In 1996, the car had only 10,000 miles. Upon his death, his Amethyst convertible with a Continental kit was sold to a speculator for \$16,000. He resold it to a collector for approximately \$30,000. The car ran extremely well, and was in excellent condition, but not show condition. That collector had a body-off restoration performed on the car. Another Amethyst '56 Lincoln convertible was a gift from a man to his wife when the car was new; she never sold it. Many years later, her grandson restored it to concours condition. In the early 1970s, an elderly used-car dealer in Santa Rosa, California, kept a '56 Lincoln convertible on the back of his lot. If anyone wanted to buy the car, he would tell them it was not for sale at any price; he planned to be buried in it! A collector in Wisconsin had accumulated about six 1956 Lincoln convertibles by the early '70s. But such stories are rare. Most lived hard lives from the time they were new, and were gone before they ever reached the ripe old age of 10.

Lincoln was designed by and under William F. "Bill" Schmidt, then director of Lincoln-Mercury styling. It was engineered out of Mexican Road Race experience with the 1953 and '54 models. The '56 frame was completely new. The famous MacPherson strut ball-joint front suspension with coil springs was strengthened for this heavier model. The rear springs were mounted outboard to lower the body and widen the spring base. The overhead-valve V-8, introduced in 1952,

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## 1956 Lincoln continued...

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*Lloyd Copeman and his wife, Hazel, were window-shopping one day in 1913 and they were looking at an electric toaster displayed in a store window. The normal way a toaster worked at the time was to place the bread on a rack facing the heated electric coils. When the bread was toasted on one side, it was flipped by hand for the toasting of the other side. The story goes that Hazel, turned to her husband and said, "Lloyd, couldn't you invent a toaster that would automatically turn the toast?" There must be some truth to this as the toaster patent was issued to Hazel B. Copeman in 1914. This was the first toaster that allowed the toast to be "turned" without touching the bread. It was called the "Automatic" toaster. The Copeman's, both Hazel and Lloyd were issued five toaster related patents during 1914.*

*Many companies who wished to produce electric toasters were forced to pay royalties to Copeman or find a*

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was reworked and radically improved. Its original displacement of 317-cu.in., was increased to 341 in 1955, and bored out to 368-cu.in. for 1956. This beefier engine, with its stiffer yet lighter crankshaft and 9:1 compression ratio developed 285hp at 4,400 rpm. The electrical system was now 12 volts and Lincoln's new-in-1955 Turbo-Drive automatic transmission was beefed up to handle the higher torque. Turbo-Drive replaced the Hydra-Matic transmission which Lincoln had been buying from GM since mid-1949. The 1956 Lincoln had 17 solid colors and 35 two-tones, plus 29 upholstery color choices. The car literally came in more colors than a Canadian sunset. There was Wisteria-a lavender blue, Amethyst-a lavender pink, Island Coral, Taos Turquoise, Huntsman Red and Sunburst Yellow, plus all the stock colors of the day. Capri models had a limited and subdued choice of interior colors in nylon and broadcloth. Premiere interior colors could be as wild as the exteriors with leather and lattice-weave seats or optional all-leather seats.

The high point of the interior was the wedge-shaped instrument panel with the instrument pod sticking out like a dormer, and it had aircraft lever heating and air vents and toggle switches. The glove box was underslung, providing excellent knee room, but not much glove-box space. The whole interior was safety designed with a deep-dish steering wheel with safety grips, recessed controls, safety interior door handles, and a glare-proof instrument panel with black vinyl covering. A safety options list comprised safety door locks, dash padding, shatterproof

rear-view mirror, padded sun visors and seat belts. The dash padding became standard equipment later in the model year. About 15 percent of 1956 Lincolns were equipped with factory air-conditioning which featured a gigantic evaporator in the trunk, huge Plexiglas ducts on the package shelf and vents coming out of the headliner. The '56 Lincoln took the Detroit philosophy of "bigger is better" to the limits. It was seven inches longer than the 1955 model, and 2.3 inches wider, but only about 50 pounds heavier. The overall length was 222.9 inches, and the wheelbase went from 123 to 126 inches; it had more overhang than the Cadillac, was nearly seven inches longer than the Cadillac Series 62, and was only four inches shorter than the Cadillac Series 60.

Surprisingly, this behemoth actually handled as well as the Mexican Road Race models due to superb re-engineering of the suspension and dropping the height 2-1/2 inches; the frame was dropped nearly an inch. The car was hardly chromeless, but the trim was definitely not overdone. Dual exhaust pods came out of the top of the rear bumpers. This was not a very satisfactory design idea because the tailpipes trapped condensation and frequently rusted out in about a year. This design also caused rust of the pods.

Lincoln's model lineup for 1956 was a two-door hardtop and four-door sedan in the Capri series, and a two-door hardtop, four-door sedan and a convertible in the Premiere series. For an extra \$400-\$500, Premiere buyers got power windows, four-way power seats

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different way to "turn the toast". Some swung the toast around in little baskets. Another toaster carried the bread past the heating elements on a little conveyer belt, toasting it as it traveled along.

As with the electric stove, the first Westinghouse toasters were identical in every way to the Copeman toaster other than carrying the Westinghouse name and the words "Copeman Patents" on the nameplate.

The next major breakthrough for the toaster came in 1928. Prior to then, the local bakery sold bread in loaves. But Otto Frederick Rohwedder, an inventor changed the history by creating the pre-sliced-loaf and sealed-bag process. The Continental Baking Company altered the course of bread forever in 1930 when it introduced sliced Wonder Bread. Sales were slow at first as suspicious consumers were slow to accept pre-sliced bread, but convenience overruled apprehension and soon everyone wanted sliced Wonder Bread on their dinner table.

By 1933, only five years after the bread slicer's

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## 1956 Lincoln continued...

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and a plusher interior, yet both series offered Turbo-Drive, power steering and power brakes as standard equipment.

Tom McCahill, in testing a 1956 Lincoln Premiere for *Mechanix Illustrated*, wrote: "For 1956 the Lincolns have gone all out, not only to top the '55 cars in body dimensions, but they now have an engine big enough to yank the Empire State Building up by the roots ... more overhang than an 1855 China Tea Clipper ... now Lincoln has a goldfish bowl windshield. Before the introduction of this type of windshield, it took at least 12 martinis to get my eyes bloodshot. Now the distortion is great enough to do it on a short trip to the post office, and without the martinis ... Lincoln has designed a great car that'll out-fanny any car on the block. For 1956, Lincoln has done the impossible: They've built safety and roadability into a huge car. Here is a heavyweight with all the agility and flashy reflexes of the fastest featherweight."

*Motor Life* was amazed at how well the '56 compared with the '55. They could actually take the turns on Ford's test track faster. Their 0-60 time was nearly two full seconds better than the 12.5 seconds of the '55. Every car magazine tested the '56, and all found improvements in performance and handling.

Advertised as "Unmistakably, the finest car in the fine car field," the 1956 Lincoln was introduced to dealers on July 25, 1955, in a Broadway-type musical extravaganza at Detroit's Masonic Temple auditorium. A dozen

choristers sang a Detroit version of "What's New" as a Wisteria '56 Premiere hardtop rose up from beneath the floor and burst through a spray of mist to deafening applause. The car was introduced to a star-struck public late September 1955. There was a waiting list for months, especially for the more exotic colors. Even as the '57s were introduced, buyers were still seeking out leftover '56s, and finding there weren't very many.

The car was born into the height of the era when bigger and longer was better. One ad even showed a red 1956 Lincoln Premiere sedan with the eadline, "Never Before a Lincoln so Long and so Longed For." The car was the star of the *Ed Sullivan Show*, which was sponsored by Lincoln-Mercury. Sullivan personally drove a black 1956 Lincoln Premiere sedan in which he was nearly killed one Sunday night driving home to Connecticut after his TV show. He later told his audiences that the safety features of the Lincoln saved his life in a head-on collision with a late-model Chrysler.

Our driveReport Lincoln is a Sunburst Yellow Premiere with nearly all of the options offered that year. It's a 100-point show car, and has won all the major awards for a car in its class at national meets of the Lincoln and Continental Owners Club. In 2004, it won the club's highest honor, the Elliston H. Bell Founder's Trophy, Best of Show at the Western National Meet in Albuquerque, New Mexico. In short, '56 Lincolns don't get any better than this one.

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*introduction, American bakeries were turning out more sliced than unsliced bread. This gave a boost to another new invention: Charles Strite's spring-loaded, automatic, pop-up toaster which had been languishing on the shelves since 1926. With Rohwedder's standardized slices on the market, Strife's invention suddenly made sense. The automatic (pop-up) toaster becomes a standard in American households*

*The Charles Strite home toasters produced in 1926 are not very different from the toasters that can be found in many homes today. By the 1960's, the toaster was common enough and cheap enough that they were available to virtually every middle class family in America. By the 1980's the slots of toasters grew, enabling bagels and wider bread to be toasted. Additionally, heat-resistant plastic and microchip controls were used in the making of the toaster, making it even more economical and efficient than ever before.*

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## 1956 Lincoln continued...

*(Continued from page 8)*

But the car did not start out this way. Somehow it wound up in a collection in Hemet, California, with less than 30,000 miles on the odometer. The IRS took over the collection and held a sale in 1995. The car was bought by Jack Rosen, owner of Mark II Enterprises, a well-known Mark II and Lincoln parts supplier. It did not really need a restoration, but Jack decided to restore it anyway. Since he was in the parts business for Lincolns of this era, parts were no problem. The car was also complete and in excellent condition to begin with. But like most restorations, this was a painstaking one, with one restorer starting the project and another one completing it. Some of the work that was farmed out, such as upholstery, took forever. Many things were not done right to begin with, and had to be done over. Most anyone who has restored any '50s convertible can relate to Jack's woes and frustrations.

Out on the road, I found that the '56 Lincoln rides and handles nearly every bit as well as a much more modern Lincoln, especially when you swap the bias-ply tires for steel-belted radials. Obviously, the convertible does not handle quite as well as the lighter sedan, and it is a little bit slower, but it is still an amazing car after all these years. What impresses you most upon settling in behind the wheel is the marvelous instrument panel—one of the most pleasing designs of the decade. Unlike the larger GM and Chrysler cars, the Lincoln's dash is not overdone, and all of the instruments and controls are conveniently placed.

Looking out through the massive wrap-around windshield, you already know you are in for a thrilling driving experience. A quick turn of the starter and the

instant awakening of the V-8 engine also lets you know that something special is about to happen.

But there is an initial drawback. Those early Turbo-Drive automatic transmissions are a little slow off the line because of their second-gear start. The first surge of power comes at around 10 mph. From here on out, you are cruising easily with modern traffic. No hesitation at all coming onto the Interstate. Hit the accelerator at speeds well in excess of the legal limit and the old girl still fairly leaps. We will not talk about gas mileage—it's miserable even when driven by the little old lady who bought it new. Cowboy the car, and the Arabs will love you.

The power steering is GM's Saginaw unit, light but quite slow and rather mushy. The steering may have been wonderful when our boys went road racing in Mexico over 50 years ago, but today it is almost prehistoric. Steering and front suspension designs have come a long way since 1956, and especially in the last decade. In turning at any speed, there is no tendency for the tail to break loose. Lincoln put the rear springs outboard of the frame for the first time in 1956, and it is a vast improvement over earlier models. The springs front and rear are soft, and the ride is pillowy, but nothing like, say, a '49 Buick.

The brakes are not very good by today's standards. Lincoln did not offer front disc brakes until 1965, so these brakes, which quickly faded under constant application, were about as good as it got in 1956. Lincoln made a lot of brake modifications to their cars that were raced in Mexico, and for good reason.

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*Toastmaster started out in 1921 as the name of one of the world's first automatic electric toasters for home use, the Toastmaster Model 1-A-1. Since then the Toastmaster brand has been used on a wide range of small kitchen appliances, such as coffee makers, waffle irons, toasters, and blenders.*

*Strite's company, which became Toastmaster, Inc., produced at least six different consumer models, with sleek, nickel-plated designs that appealed to thousands of customers; the company flourished and diversified; it was acquired in 1999 by Salton, Inc. Toasters became more and more popular over the next several decades, with more than 1 million sold annually by 1930. Bakeries, at the same time, began to sell more pre-sliced bread, and toasters became affordable enough that virtually everyone could afford one. By the 1960s automatic toasters had become a staple in the American kitchen and most are made today with the same basic design that Strite created decades ago.*

*From the internet...*

## 1956 Lincoln...

*(Continued from page 9)*

Parking a '56 Lincoln is another matter. It will help a lot if you are a certified, licensed cruise ship captain. And with a turning circle of about 50 feet, you almost need a large parking lot to turn the car around. Rear overhang is another problem, just like McCahill wrote. You really have to take it easy coming into a driveway, especially one that goes uphill.

Sadly, our crowded cities and towns have made the 1956 Lincoln obsolete, but the looks of the car are timeless. If you just move your mind back in time to 1956, you will find there is absolutely nothing like a 1956 Lincoln, unless it is an evening out with Mitzi Gaynor or Kim Novak.

The 1957 Lincoln was a better car mechanically, but no match for the '56 stylewise. There was a lot of politics over the '57 facelift. Bill Schmidt left Lincoln for Studebaker-Packard, disowning the fins. His successor, John Najjar, got the fins down as far as he could. Both the fins and the peculiar new headlamps called Quadra-Lites did nothing for the car's design. In the end, production dropped to 42,000 units.

Both 1956 and 1957 Lincolns were slow to catch on with collectors. Even today, the sedans remain at relatively low prices when compared with Cadillacs and Packards of the same years. These were strong, durable cars, and have survived in significant numbers. Today, nearly 50 years later, any 1956 Lincoln looks great from any angle. They even look good rusting away in junkyards.

## Bismarck or Bust Tour

Announcing our eighth Annual Out State Lincoln Car Show, on Saturday, August 14<sup>th</sup>, at Edie Ford Lincoln Mercury, Bismarck, ND. This will include four day driving tour, starting Thursday, August 12<sup>th</sup> thru Sunday, August 15<sup>th</sup>. On Thursday, we will visit car collections of North Star Members, Francis Kalvoda, Charlie Hanson and John Trandem. We will stay in Fargo on Thursday night, and then drive to Bismarck on Friday morning; where we will stay on Friday and Saturday nights. Paul and Deb Andahl will have us out to visit at their home and are planning other activities. Come Join us for as many days as you like, anywhere on the tour, this will be one of our best events this year.

Thursday morning, 9:00 AM we will meet at Morries, Ford Lincoln Mercury, in Minnetonka, where we will begin our driving tour with first stop at Francis Kalvoda's car collection in Pennock, MN

We will have special hotel rates in Fargo on Thursday, August 12<sup>th</sup>. Fargo-West Acres, Holiday Inn Express, 1040 40<sup>th</sup> Street South. Room rate is \$104 which includes full breakfast. Call 701-282-2000 to reserve your room now. Ask for North Star Lincoln Club rate.

Friday and Saturday nights, we will stay at the Best Western Ramkota hotel, in Bismarck. Ask for the North Star Lincoln Club rate of \$84. The hotel has the Season's Café and Lounge, with other great dining close by. There are 20 rooms held for the club. Room rate is \$84. Call 701-258-7700, to reserve your room now.

*The Lincoln Motor Car Museum*

**Working together, we can make this happen!** By Bob Johnson North Star Director

Now the time has come for us all to get on board with financing the building of the Lincoln Motor Car Museum on the Gilmore Car Club Museum's Michigan Campus. On behalf of LCOC and the North Star Region I am formally asking for your financial support for this worthy project. To jump start this project Jerry Capizzi and Chris Dunn have presented us \$300,000 in challenge grants, if our Club members donate matching \$300,000 funding commitments by August 1, 2010. At this time over 33% of matching funding is already pledged. Please read the attached letter and enclosed Pledge card for specific information and details. The Pledge Card has several levels at which you can donate. We would like your participation, please donate what ever you can afford to preserve our Lincoln Motor Car Heritage.

The LCOC was one of the leaders in getting the Lincoln Motor Car Foundation established. Now we need your help in building the Foundation's Lincoln Motor Car Museum. There have been numerous articles published in the Foundation's publication, *Lincoln Link* and our magazine *Lincoln and Continental Comments* on plans to build the museum on the Gilmore Car Museum's Hickory Corners, Michigan campus. Our museum will join other great clubs, Classic Car Club of America, Pierce Arrow Club, Franklin Club, Cadillac-LaSalle Club and Model A Ford Club on this world class campus. We're sure you agree it's important that we preserve the heritage of our great Lincolns for future generations to enjoy.

Now is the time for our LCOC members to step up to the challenge. The matching funds make your immediate participation in this project twice as important. Every dollar you give means two dollars for the museum fund. You can make an *immediate pledge* or a *long term pledge* payable over five years. Your pledge is tax deductible. Gifts can be made in your name, a memorial or in the name of someone that you would like to honor. There are several different levels of pledges:

- Make a *5 year pledge* of \$200 per year or *immediate donation* of \$1,000 or more and you'll receive a lifetime Lincoln Motor Car Foundation membership in addition to helping meet the matching challenge.
- You can select a named Walkway Brick by making an *immediate donation* of \$100 or you can choose to make a *5 year pledge* of \$100 per year for a \$500 named Patio Paver.
- You may also name a garden with an *immediate donation* of \$5,000 or make a \$5,000 per year *5 year pledge* and name an exhibit. Galleries are available with a *5 year pledge* of \$10,000 per year. Special naming opportunities are also available.

PLEASE select your participation level and join your fellow LCOC members by signing and returning the enclosed pledge card. Help us preserve the Lincoln Heritage for our children, grandchildren and generation to come.

**TOGETHER WE WILL BUILD IT!**

Joanne Lower  
LCOC Funding  
Coordinator

Glenn Kramer  
LCOC President  
LMCF Trustee

Jack Shea  
LCOC Treasurer  
LMCF Trustee

*Great Stuff*



1981 Continental Mark VI  
Two door coupe with sun roof

Am losing my storage, so I need to sell this fine Lincoln. Fairly priced at \$4,650.

Call Bill Hastert at 651-633-9691

Black exterior with black leather interior. New white side wall tires. Recent work includes new A/C compressor and radiator. 80,400 miles, car is in like new showroom condition. This fine Lincoln is from the former Bob Bliss collection in Faribault.

**For Sale - 1955 Lincoln Capri**

Four Door Sedan, with a Blue/White exterior and a Dark Blue Interior  
This is a one-owner car with 33,000 miles. One re-paint, car needs a little TLC. Bob Gavrilesco has seen the car believes it to be a good value for the asking Price of \$6,500 or best offer. Being sold for the owner by Lynn at 612.861.5546.

I am losing my storage, and I do need to part with a few of my Lincolns. The following are offered for sale at this time. All are in above average condition, look very good and are very sound mechanically. Affordably and realistically priced at or below current market value. All reasonable offers will be considered.

1988 Mark VII LSC  
1974 Mark IV

1978 Mark V  
1967 Continental Convertible

Call Dick Serwat at 651-554-0716

**Wanted...** Interesting stories about your favorite Lincoln. Old or new, please jot down your story and send it along with a few pictures, preferably digital images to us for future publication. Every car has a story and inquiring minds want to know that story. Snail mail or email your story today. Editor, NS News.....

**For Sale**

1984 Chevrolet El Camino, Super Sport, with most available options. 74,000 miles, Light Blue over Dark Blue, excellent condition. Also known as an Arizona pickup.

Call Harvey Oberg for more details at 651-739-9754      Own this unique car for \$8,500

## Great Automotive Buys...

### For Sale

#### 1979 Mark V Cartier Edition

Light Champagne, Matching leather interior Equipped with 400 CID engine and fully equipped. Mint condition, inside and out. Low Mileage - 38,300 Miles. See pictures and listing on carsoup.com

**\$9,000 - Best Offer**

**Call Ray at 612-722-9966**

### Wanted

Continental Wheel Hump Style Trunk Lid for 1977 Lincoln. (some limo's had these)

Call Francis Kalvoda, Willmar 320-235-5777

For Sale: 45-48 Lincoln Left and Right front fenders. 46-48 nose section, make offer, no chrome. 46-48 front axle complete \$100. 46-48 transmission with overdrive excellent condition \$650. 59 AB block Mercury engine complete \$400. Call Ted Anderson 763.561.8143.

### For Sale

1988 Town Car, with 45,000 miles. Has new tires and battery, and looks like new. Gray with gray soft half-top, rectangular opera windows and side lights.

Fairly price to sell at \$5,000.00

Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN  
Email: dop@mwsco.com.

### For Sale

#### 1972 Lincoln Mark IV

38,000 Miles, All Original, Trophy Winner Gold with Dark Brown Top and Leather As new condition. \$10K or fair offer.

Call Don Pennock 651-488-1596  
Cell 651-253-5516



ELECTRO - TECH, INC.

**8836 Xylite Street, North East, Blaine, MN 55449**  
**Phone 763.780.2861**

Need your old radio repaired? Want it converted to new technology? Electro-Tech can do the job for you.

This is where other Lincoln club members bring their radios for service. Make arrangements to bring it in over the winter season and have it ready to install once spring comes. Call Greg at S&M Electro-Tech today.



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

**For Sale: 1966 Continental Convertible.**

Black with black top. Full white sidewall tires. Electrical system recently upgraded. Runs and drives great. Always stored in heated garage and in top condition.

Call Irwin Pentel

952.380.0606 or cell 612.743.8765.

*Great Cars For Sale..... Other Stuff too....*

**For Sale**

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

**Gordy Jensen 612.819.2107**

**For Sale**

1957 Lincoln Premiere Two door hardtop



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

**For Sale**

1996 Continental, extremely well maintained, very nice car, 140 K, \$5000.

Call Bud Bloomquist, 320-220-4667.

**For Sale**

**For Sale \$850.00 OBO**

1939 Lincoln Zephyr 4 door sedan sheet metal only! This car has been completely disassembled and stored for over 50 years and left in a small garage in South Minneapolis. This car was sanded and primed years ago and was the unfinished dream of a fellow Zephyr admirer. I would like to sell Fords first unit-body car with sub frame, four doors, hood, deck and fenders. I have many other parts.

After January 1, 2009 I will offer all above parts and many more Zephyr parts not listed above, individually at a fair market price.

If you are restoring a Zephyr or building a Zephyr street rod and need this sheet metal, please call or email.

*Karl Flick cell 612-961-9705 or email  
karlflick@charter.net*

**150 - LINCOLNS - 150**

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Just Arrived! New windshields that fit  
1961 through 1969 Continentals.  
Available Now.

*Please call Gordy Jensen at 612.819.2107*

**STORAGE AVAILABLE**

Safe, Secure Storage for your classic now available Southwest Metro Location

Contact Connie **952-835-4148**

# Preview of Coming Events

The following include scheduled club events

March Detailing seminar by Ken Sampson, Wyoming, **Saturday, March 20<sup>th</sup>**, 10:00 AM to 12:00 PM See back page for all the details.

Sunday Brunch, will be on **March 21<sup>st</sup>**, Tinucci's, 396 21<sup>st</sup> Street, Newport, 11:30 AM. We will have a private room, so please attend, come and join us for fun and fine food. RSVP to Bob Johnson, 651-257-1715 by Thursday, March 18<sup>th</sup>. A RSVP is a courtesy for the restaurant so they know how many to expect, if you can't RSVP you still can attend as there should be plenty of room.

April Sunday Brunch, **April 11<sup>th</sup>**, Spasso, 17253 Minnetonka Blvd, Minnetonka, 11:30 AM. Buffet, Senior cost \$12.00 plus tip. Bring Lincoln friends with you to this bunch.

CCCA annual garage tour more details next month.

2010 Eastern National Meet, Ocala, Florida, April 19-23

May 2<sup>nd</sup> Annual Lincoln Car Show, Morries, Minnetonka on Memorial weekend, **Saturday, May 29<sup>th</sup>**, 10:00 AM to 3:00 PM. This is a free Lincoln Car Show. We will be displaying our Lincolns facing I394 so there will be plenty of traffic viewing your beautiful Lincoln. Please put this event on your calendars now, it will be an event that will have many Lincolns attending. We hope to have close to 50 Lincolns at this event.

June Barnum Car Show, **Saturday, June 12<sup>th</sup>**. 8:00 AM to 4:00 PM, We will visit John and Dorothy's car collection after car show. This is a public car show open to all models. We have 11 rooms reserved for Friday, June 11 and Saturday, June 12, at the Northwoods Motel in Barnum so you can enjoy the whole weekend in the great North Country. Room rate is \$74.00 for senior and \$79.00 for youngsters, please call 1-218-389-6951, please call now and ask North Star Lincoln room rate now as rooms should go fast If you like Casino action we are 20 miles south of Black Bear.

July Summer picnic, Ray and Jeanine Nelson's, Princeton, MN, **Saturday, July 10<sup>th</sup>**, 11:00 till 3:00 PM

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

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

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

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

## North Star Activities

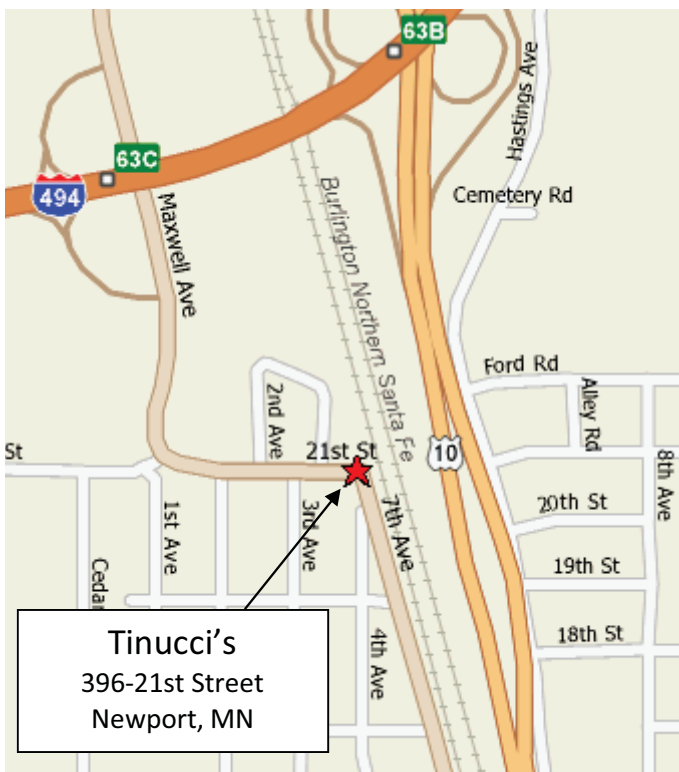
**Saturday, March 20th, 2009 Learn how to detail your classic Lincoln**  
**Sunday, March 21st, Brunch at Tinucci's**



Meet at Ken Sampson's Showcase Auto Brokers, 26643 Fallbrook Avenue, Wyoming, MN. 10:00 AM to Noon.

Get the scoop on how to make your nice car look great. Learn from one of the pro's, Ken Sampson, who will reveal all of his secrets.

Don't forget, bring a few treats for Ken's best friend, Maggie.



**North Star Sunday Brunch at Tinucci's, in beautiful downtown Newport. Be there at 11:30AM, Sunday, March 21st.** Set your GPS for 396 -21st Street, Newport, MN 55055, or get out your AAA map and plan the quickest route to Tinucci's as you won't want to miss any of the good food and good friends. Carved round of beef, pit ham, eggs Benedict, scrambled or baked eggs, French Toast, baked chicken, barbecue ribs, hash browns, muffins, orange juice, desert bar, fresh fruit, and much more await the eager eaters from the Lincoln Club! Best brunch value in town. Great way to start your Sunday! RSVP Bob Johnson, 651-257-1715, (email: arbor-bob41@aol.com by March 18th.