

**“1961 CONTINENTAL WAS ONE OF THE TEN  
MOST BEAUTIFUL CARS IN THE WORLD”**

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The April 1982 issue of *Car and Driver* named the 1961 Lincoln Continental as one of the 10 most beautiful cars in the world. I think this is a great honor. This is what *Car and Driver* had to say about the car: “The second fourdoor and the only Ford product to make our list of lovelies, the slab-sided ’61 Continental heads a three-way tie for tenth place. Low and angular, noticed for its opposite-facing doors and its unique fourdoor convertible iteration, it has set a design trend in large luxury cars that survives today. ‘First breath of fresh air out of Detroit after the abysmal excesses of the late Fifties. Discreet, sophisticated,’ says one Chrysler designer.

I have had a ’63 for 16 years and it is the best running and least repaired car I have ever had. When repairs are required, however, they can very costly compared with other cars. One example is the power steering fluid hoses. These are very long hoses and changes from metal to rubber along the way result in a repair like no other car. I’ve enclosed some noteworthy features which were not mentioned in your 1961 Continental article in Issue #152:

1. The doors are made so as not to be slammed. It is almost impossible to get people using the doors to realize this. Even the dealers servicing these cars forgot about this feature. Doors can be closed with the pressure of one finger. This was quite a step above the competition. But when the doors are slammed it can eventually break the window controls.
2. The “real wood” door panels can be preserved with one coat of varnish. I did this 15 years ago. They have required no attention since.
3. I believe the body trim parts must have been fitted by hand resulting in uneven placement of chrome and stainless steel strips.
4. Floor and door rugs are screwed in place resulting in a very nice even fit at the edges. All ends are custom cut and fit perfectly, even after 20 years.
5. The hood does not have to be slammed. It can be closed with light pressure from one finger. This front-hinged hood does not “flutter” at high speeds as most others do, or did before inside hood locks returned.
6. The exhaust system parts are bolted together (not clamped) resulting in a very rigid no leak exhaust.
7. This car has more insulation than any 10 foreign cars combined. (Over 200 pounds according to some sources.) This results in a very quiet ride, accomplished in a few, if any, others.
8. Power steering has the best “road feel” of any I have driven. It is a pleasure to drive with the “road feel” of nonpower and the effortless of power.

This car was one of the first official Milestones elected on four of five possible categories. The categories included: quality, workmanship, engineering and styling. I would say this is the highest quality, best made car I have ever driven or known. Although the physical structure underneath, that is the structural engineering, leaves something to be desired. Almost every day I hear of people complaining that American cars are inferior in quality to Japanese cars. Maybe they should try an early Sixties Lincoln Continental.