

NORTHSTAR NEWS

Of Love, Lincolns and Tragedy



Carole Lombard was the first owner of this 1939 Lincoln Zephyr

Authored by Tim Howley, this article originally appeared in the May-June 2004 issue of Continental Comments.

Carole Lombard was reportedly the original owner of a black, amazingly original 1939 Lincoln-Zephyr convertible sedan now in Bert Huffman's collection in Granite Falls, North Carolina. After the Zephyr, she owned a gray 1940 Mercury convertible that was in the collection of the late David Taylor of Houston who kept it in his museum in Galveston, Texas. We do not know where that car is now. At the same time that Lombard owned the '39 convertible sedan, husband, Clark Gable owned a 1939 Lincoln-Zephyr coupe. This car is shown in newsreels and in a publicity photo of Gable at the time he made *Strange Cargo*.

Carole Lombard's original name was Jane Peters. After her mother divorced, she and her mother moved from Indiana to Los Angeles in 1914, when she was only 6 years old. Her mother took her to a lot of movies, and she became very much influenced by Hollywood. In 1921, at age 13, she was spotted by a film director and played a small part in the 1921 silent film, *The Perfect Crime*. This was the beginning of her determination to become a movie star, and she was aided by her growing beauty. In 1924, at age 16, she auditioned for Charlie Chaplin. While she did not get the part, she caught the eye of Windfield Sheen, head of Fox Studio. He was impressed by her poise and budding sex appeal. Sheen signed

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

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Board Of Directors - 2016

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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Love, Lincolns and Tragedy

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her to a one-year contract. She quit high school and adopted the more exotic name of Carole Lombard. For the next year, she had bit parts and became a nightclub flapper at age 17. Young Carole was a natural comedienne, blunt and bawdy in her language, and already stunningly attractive. But for whatever reason, Fox dropped her after just six films. Then, just before her 18th birthday, she was a passenger in a car involved in a serious accident. Carole went through the windshield and suffered major facial injuries. Luckily, she was left with only a small scar on her cheek. Now she worked more feverishly than ever to relaunch her career.



In 1927, after a series of frustrating auditions, Carole was hired by the slap-stick director Max Sennett. She learned a lot in the Max Sennett comedies and received so much recognition that she garnered a seven-year contract with Paramount. From this point on, she became one of the fastest rising stars in Hollywood. In 1931, 23 year-old Carole Lombard married 39 year-old William Powell who she starred with in the 1931 motion picture *Man of the World*. But it wasn't long before Powell's sophisticated lifestyle clashed with Lombard's independent and wild nature. In 1932, Lombard was teamed with Clark Gable, on loan from MGM in the risqué comedy *No Man of Her Own*. But off screen, sparks did not yet fly between the two. In 1933, Lombard and Powell divorced amicably; the divorce had nothing to do with Gable.

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Trivia from the Internet



Earl Bakken invented the first pacemaker and other medical Devices and founded Medtronic.

Earl E. Bakken was born in 1924 in Minneapolis, Minnesota, and grew up there with a strong Norwegian heritage. For all intents and purposes, he was raised as an "only child" since his sister was 18 years his junior. As he had no siblings, he had the run of the house as a boy and a young man, and he used this freedom to great advantage. Even as a very small boy, he appeared to be interested in the electrical wiring of the house and the porcelain insulators. He was constantly tinkering with electrical equipment, experi-

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Editors Message

December 2016

Any day now, winter will arrive and stay for three to four months. So far we have been fairly lucky, with even the last week of November not too hard to take. One consolation is that in just three weeks, the days will start getting longer once again. I know, I know the difference is so small, that one can hardly tell the difference. But, if you check the sunset-sunrise charts, the increase is very small until you get into January.

The holiday season has already begun with Thanksgiving kicking off the 5 weeks of joy tempered with a little madness. Everything is on sale and we are being bombarded with television and newspaper advertising all of the new products that we cannot possibly live without. As a child of the 1940's, I can remember unwrapping the package containing "Lincoln Logs" which provided me with many hours of amusement making structures from the many pieces that were in the box. A couple of years later, I received a A.C. Gilbert Erector Set, which was even better. It was one of the better models and had an electric motor. Early lessons about many parts and moving pieces, but it was fun and was even better to a young boy than "Lincoln Logs".

In Duluth where I grew up, there was a large (for Duluth) department store by the name of Friemuth's. It had the old style elevators with operators that moved people from floor to floor. On the top floor of Friemuth's, they always had a very large Lionel 0 gage train layout. It had multiple tracks, many switches and crossovers, buildings, scenery and operating accessories. For a boy my age, it was truly a sight to behold. I would literally sit and watch the trains go around for hours,

dreaming someday of owning one just like it. Of course, in the '40's, it was not to be. But sometimes, a Lionel catalog and a dream are enough. As we get older, it is now a catalog for new Lincolns as the dreams have changed somewhat.

Gentle readers, I do beseech you to get out your pen and paper, not literally, as I really like written material to arrive in



Sweet Olga is getting into the spirit of the season by supervising just how her mom and dad hang the holiday wreath by the front door. She is not about to get her paws dirty though.

digital format, and write about your pride and joy. As you can see by this issue, I had to dig into the past to come up with enough stuff to fill up our newsletter. It is good, but it would be so very much nicer to hear about your beloved Lincoln, whatever year, make or model. And if anyone out there has got their hands on a new Continental, we would really like to hear of your experiences with one of those fine new automobiles. Help us all out and write an article today.

We want to wish all of you the very best for the holiday season and

the new year. 2017, hopefully will be one of opportunity and good fortune for you and those close to you. Take some time and check in with your longtime friends. It costs nothing to call these days and I am sure that there are a few people that would really enjoying hearing from you. Reach out to those folks now, while you still have the opportunity to do so. You will be glad you did.

And, if you have a few extra dollars leftover from your holiday shopping, please consider making a donation to one of the animal shelters near you. Our four legged friends can always use some help and if you can spare a little for a good cause, it will be greatly appreciated.

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

Directors Message by Bob Johnson December 2016

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menting with bat-teries, electrically activated bells and buzzers, and, finally, ro-bots that would puff cigarettes and wield knives. Finally, it was his mother who encouraged his scientific interest and provided him with the freedom for developing these interests at his own rapid rate.

As a student in secondary school, he was assured by his teachers that it was perfectly all right to be what today is called a "nerd." Bakken then became the nerd who took care of the public-address system, the movie projector, and other electrical equipment at school. To his credit, he did have athletic interests and earned a varsity letter in track. During these formative years, he developed the habits that made him an inveterate reader which has stood him in good stead to the present day. Despite excellent formal instruction, he recognized that the most important lessons learned were those that were self-taught. Since he estimates that the "half-life of an engineer's education is three years," his life has been

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News Flash!!! *This December, we will have a special Sunday Brunch to celebrate Lloyd and June Pearson's, 45 years as LCOC members, at Lord Fletchers, 3746 Sunset Drive, Spring Park (Minnetonka) MN, Sunday, December 11 at 11:30 a.m. RSVP to Jay White by Wednesday, December 7. Great Members, Great Food, Great Restaurant, a Great Day to celebrate with Lloyd and June--- See you there!! Help make this a very special day for a very special couple.*

With the major weather change, snow instead of rain, we are now preparing for the Christmas season and all the activities that surround the holidays. The winter blast from the weekend of November 19 and 20, got us out of our beautiful fall season just 24 hours. We did get the yard work finished and cars parked for storage. Just think, only 120 days until you can enjoy the experience of getting your classic Lincoln out on the road again.

Mary and I want to wish you a joyous Christmas and a Happy New Year. Please take the time to spend the Christmas season with your family and loved ones as our days pass so fast. Please take the time to call an old friend and make the most of this precious holiday season.

A holiday reminder, if you have someone special that is a car person, there is no better gift than an LCOC membership. And as a bonus, we will also give them a free year's membership in the North Star region. This is a great gift for a special young person to get them interested in the old car hobby, particularly Lincoln's.

At our November board of directors Meeting, it was voted to keep the same officers from 2016 for 2017. The North Star Board of Managers for 2017 are Bob Johnson Region Director, Jay White Assistant Director and Activity Director. Roger Wothe Secretary, Matt Foley Treasurer, Dave Gustafson Membership and Newsletter editor and Directors at large Tom Brace, Bob Roth and Bill Holiday. We have a tentative 2017 calendar of activities listed at the back of the newsletter. If you have a place that would be of interest to the club, please contact any Board member.

On Sunday, November 6 we had 35 members attend our year-end Sunday Brunch at Dangerfield's in Shakopee. Dangerfield's had great Food and in a very nice place for a Brunch. The Highlight was Dave Gustafson passed out 2017 North Star Calendars it was an early Christmas present from them to our members, again please thank Dave and Marion Gustafson for all the work they do for our North Star Region.

The Board was polled, and the decision was made to have our Board meetings on the first Thursday of each month except December, this change will begin January 2017. The current location will be at Morrie's Minnetonka Ford/Lincoln dealership at 7 p.m. The Board will continue to work on establishing a location for the 2018 Mid-America Meet in the western Twin Cities.

We need "Our Pride and Joy" articles about your Lincoln. This winter is a great time to write that article about your car that you keep putting off during the summer because you were too busy. Please share your story about your car with all of our members, we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson, he can only do the newsletter with material that you send him, so get busy.

Our January Sunday Brunch will be at the Roasted Pear, in Brooklyn Park, 9690 Colorado Lane January 8, at 11:30 a.m.

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

Bob and Mary Johnson

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one of constant quest and investigation. It is of particular interest that in these early years his favorite science fiction film was Frankenstein, a fateful choice in view of his later endeavors with pacemakers.

Through it all, he has faithfully followed his pastor's advice that it was his responsibility, if he pursued a scientific career, to use it for the benefit of humankind and not for destructive purposes.

Earl Bakken spent three years in World War II in the Army Signal Corps, serving as a radar instructor. He returned to Minneapolis and earned a B.S. degree, then a master's degree in electrical engineering from the University of Minnesota. His first wife, Connie Olson, was a medical technologist at Northwestern Hospital in South Minneapolis. As a graduate student, Earl Bakken visited her frequently in the hospital and finally began spending more and more time conversing with house staff, attending physi-

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Northstar Monthly Board Meeting Minutes

November 13, 2016

Regional Director Bob Johnson called the meeting to order at 10:30 a.m. at Dangerfield's Restaurant in Shakopee. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Jay White, Matt Foley, Bill Holaday and Roger Wothe. Many other Regional members were present at the restaurant but did not participate in the Board Meeting. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the discussion of officer's election for the next year. Tom Brace proposed a white ballot for the current officers. The proposal was unanimously approved. The 2016 Car of the Year/Tim Purvis Award was presented to Brad and Joanie Videen. Starting in January 2017 the monthly Board Meeting of the North Star Region of LCOC will be held the first Thursday of each month except December at 7 p.m. at Morrie's Minnetonka Ford/Lincoln dealership until further notice. We are still working on determining a west side location for the 2018 Mid-America Meet.

Treasurer Matt Foley announced that the treasury balance was \$2,264.84 with all bills paid. The income from the auction was over \$800.00 less \$50.00 paid to the auctioneer and \$186.00 for soft drinks, ice and supplies.

Membership and Publications Director Dave Gustafson announced that he is currently out of "My Pride and Joy" articles. Please help him out!!!

Activities: On December 11 Lloyd and June Pearson will be honored at the Sunday brunch at Lord Fletcher's on the Lake at 11:30 a.m. Then followed a discussion of projected activities for the 2017 calendar. The dates will be finalized later.

Special Events: There will be only one 2017 LCOC meet and it will be part of the Grand National Meet with all four Lincoln National Clubs. The Lincoln Owner's Club will be hosting the event at the Gilmore Museum at Hickory Corners, MI from August 9 through August 13, 2017, to celebrate the One-Hundredth Anniversary of the Lincoln Motor Car Incorporation.

The meeting was adjourned at 11:30 a.m.. The next Board Meeting will be at 7 p.m., Thursday, January 5 at Morrie's Minnetonka Ford/Lincoln dealership.

Respectfully submitted by Secretary Roger Wothe.

Love. Lincolns and Tragedy continued

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cians, and medical students in the hospital. As he became acquainted with the hospital staff, he slowly began providing, at their request, ad hoc medical equipment repairs. Soon it became obvious to him that these hospitals were in need of a person or company dedicated to medical equipment repair.

On April 29, 1949, Earl Bakken and Palmer Hermundslie, his brother-in-law, founded Medtronic Inc. and set up shop in a garage in Northeast Minneapolis for the purpose of repairing medical equipment. Medtronic's earnings for its first month of operation were \$8.00. By contrast, Medtronic's gross earnings for January 2000 were approximately one-half billion dollars.

Eventually, the company also began selling equipment to hospitals and physicians. The company barely made ends meet for eight years until October 1957, when Dr. C. Walton Lillehei approached Mr. Bakken and asked

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In 1933, she met singer Russ Colombo. They were a lot alike and soon were involved in a serious affair. Tragically, Colombo was killed in a gunshot accident in 1934. That same year, Lombard made her first really screwball comedy film, *Twentieth Century* with John Barrymore.



Carole Lombard

In 1935, she starred with her ex-husband William Powell in the comedy *My Man Godfrey*. Then she presided over the glamorous Mayfair Ball in Beverly Hills where she again met Clark Gable. By then he was Hollywood's leading man and was in his second marriage to a much older woman. This time sparks did fly between the two. The pair quickly became one of Hollywood's most famous couples, despite the fact that Gable kept putting off a divorce.

In 1937, Carole Lombard starred with Frederick March in the first-rate Technicolor comedy *Nothing Sacred*. She was the queen of the screwball comedienne, yet she wanted to be a serious actress and play the part of Scarlet O'Hara in *Gone With the Wind*. She never even came close to getting the part which went to the British actress Vivian Leigh, but

Clark Gable got the role of Rhett Butler, the most famous role of his career. At this same time, Gable got his long sought after divorce and married Lombard. The two went to the Atlanta premiere of *Gone With the Wind* in a 1940 Lincoln Continental Cabriolet which still exists.

In 1941, Carole had another screwball comedy hit on her hands, *Mr. And Mrs. Smith* with Robert Montgomery. It was directed by Alfred Hitchcock who made his only Hollywood comedy just to work with Lombard. That same year, she teamed up with Jack Benny in the nutty farce about Hitler and the Nazis, *To Be or Not to Be*.

In 1941, Lana Turner starred with Clark Gable in *Honky Tonk*. Gable was notorious for having affairs with his leading ladies, even after he married Lombard, this did not bother Carol Lombard, or so she said. Furthermore, these affairs did not mean a thing to Gable, and Lombard knew it. But when Gable and Turner were teamed up for their second movie, *Somewhere I'll Find You*. Carole went into a rage. This was right after Pearl Harbor.

Gable was called upon by the government to go on a war bond rally; he did not want to go, and he could not go because the filming of *Somewhere I'll Find You* was about to begin. So, he sent Carole instead to go to a rally in her home state of Indiana. Carole did not want to go and leave Clark with Lana, but her patriotism came first. On January 12, 1942, she boarded a train with her mother and Gable's personal public relations man, Otto Winkler.

In Indianapolis, Carol sold more

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More Love, Lincolns and Tragedy...

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him to make a better pacemaker than the alternating current pacemakers then in use in intensive care units.

Although Medtronic built nearly 100 custom devices during the 1950s, only 10 were actually part of the official product line. In addition to pacemakers, these included two external defibrillators, forceps, an animal respirator, a cardiac rate monitor, and a physiologic stimulator.

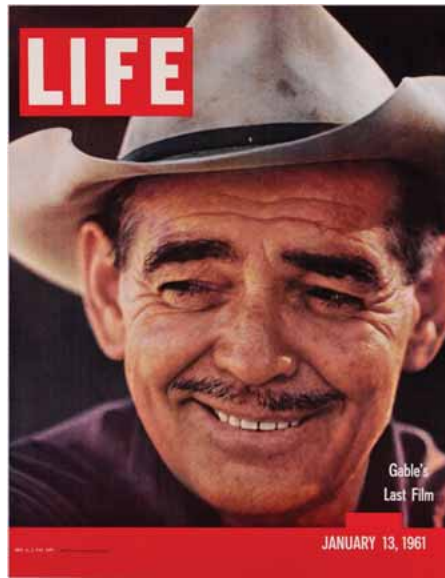
In the mid-1950s, Earl Bakken became acquainted with Dr. C. Walton Lillehei, a pioneer in open heart surgery at the University of Minnesota Medical School. At that time, Dr. Lillehei and other surgeons discovered that heart block occurred after corrective heart surgery in about 10% of their patients. Silk sutures used in patching the defect interfered with the heart's electrical impulses, causing abnormally slow rates that were not sufficient to carry a patient through recovery.

While external pacemakers existed to help regulate heart

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than \$2 million in war bonds, but she was so worried that Clark was having an affair with Lana she decided to fly back. On January 16, the three boarded the plane, and she telegraphed Clark to meet her at the airport that evening. Nobody knows for sure where Gable was that day, but he certainly was not at the airport to meet Carole. He sent someone else instead.



Above, a still photo from Clark Gable's last film, the misfits, released after his passing of a heart attack.

Carole's plane was delayed in Las Vegas. Then right after takeoff, her plane crashed into the mountains just southwest of Las Vegas. Nobody knows exactly what happened. The pilot was flying off course in restricted air space, the pilot had been fired earlier by TWA, but was reinstated. When her plane crashed, Gable could not be reached for several hours. Later he rushed to the foot of the mountain with Spencer Tracy and stood a lonely vigil. Everyone on the plane was killed. Carole was

only 33-years-old.

Clark invited Lana for dinner at his Encino ranch not long after Carole's death. Whether she and Gable had an affair before, at the time of, or after Carole's plane crash is unknown, but most likely they did. Still, Gable was so grief struck over Lombard's death that the shooting of *Somewhere I'll Find You* was shut down for several weeks. Gable did not return to work on the picture until February 23. Instead, he shut himself up at his ranch and insisted on preserving everything just as Lombard had left it, right down to a spilled jar of face powder in front of her bedroom mirror. Given his emotional state, it seems logical that he would not part with her car or cars for a long time. (Clark Gable was always a car guy). After *Somewhere I'll Find You* was completed, Gable enlisted in the Air Force, and he did not make another motion picture for three years.

Today, both Clark Gable and Carole Lombard are Hollywood legends, and most of their movies are classics. Lombard made about 50 films; Gable made 66. Lombard acted so natural in her movies. She was the same sharp-witted, devil-may-care person both on and off the screen. Her brilliance still shines through in her films after all these years.

While the complete history of this 1939 Lincoln-Zephyr convertible sedan cannot be documented, the story that it was originally Carole Lombard's car has gone with the car for longer than anybody alive can remember. Bob Anderson owned the car for some 15 years and then sold it to Bert Huffman about ten years ago.

Tom McCahill tests the 1963 Continental

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rhythm, they were bulky, relied on external electrodes, and had to be plugged into a wall outlet. These AC-operated pacemakers could fail during a power blackout.

So Dr. Lillehei and his colleagues set out to develop a better system with the help of Medtronic engineers. Earl developed a new kind of pacemaker that was not much larger than a paperback book. He borrowed parts from other electrical devices he had in the shop. For the new device's circuitry, he relied on a design for a transistorized metronome he had seen in a trade publication.

Within four weeks, Bakken produced a small, self-contained, transistorized, battery-powered pacemaker that could be taped to the patient's chest. The very next day, the pacemaker was used in the hospital on the first patient. The original Bakken pacemaker was tested in the University of Minnesota's laboratory. The following day, it was applied to a pediatric heart block patient. The ef-

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For this issue, we reach back into the archives for an article that was published in Continental Comments, May-June 2000. Tom McCahill had a very unique writing style that was far from boring. McCahill had a monthly article in *Mechanix Illustrated* which featured road tests of the latest models out of Detroit and ran from the late 1940's through the early 1970's.

The following is Tom McCahill's road test of a 1963 Lincoln Continental sedan which appeared in *Mechanix Illustrated* in March 1963.

Tom McCahill called it "One of the handsomest cars ever produced in America and a luxurious barge for the well healed traveler."



Gordy Jensen's 1963

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.

The following is Tom McCahill's road test of a 1963 Lincoln Continental sedan which appeared in *Mechanix Illustrated* in March 1963.

Tom McCahill called it "One of the handsomest cars ever produced in America and a luxurious barge for the well healed traveler."

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 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.



Tom McCahill putting the 1963 Continental through it's paces. It faired well according to "Uncle Tom" as he was known by his readers.

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 pro-

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Testing the 1963 Continental

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fect was instantaneous. The pacemaker immediately restored the child's heartbeat to near normal. Within days, the child's heart resumed a normal rhythm on its own, and the pacemaker was removed.

Soon after that, Dr. Samuel Hunter and Norman Roth, a Medtronic engineer, developed a bipolar pacing lead which was more efficient than anything in existence. Following the development of the lead, Medtronic contracted with Dr. William Chardack and Wil-son Greatbatch of Buffalo, New York, to manufacture and market an implantable pace-maker utilizing the Hunter-Roth lead. Following these early developments, Medtronic has encountered a few notable failures and many more outstanding successes to become the world's most prominent medical device manufacturer.

The development of the wearable, external, battery-powered pace-maker amounted to a leap forward in the treatment of heart block and other car-

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duced 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, 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, the luggage would have to be carefully planned. The trunk is very wide, but front to back dimensions are short because of the chopped-back roofline and the flat rear and the fact that the big spare tire mounted dead center in the forward part.



Tom McCahill always checked out the size of the trunk of any car he tested. Here he is with his beloved black Lab Boji.

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. The 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-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 ten 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 Lin-

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More '63 Continental

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diac problems. It also signaled the beginning of a new era in the therapeutic application of electrical stimulation for patients around the world.

The development of Medtronic Inc. into the industry leader to whose example all others aspire can be attributed to much more than Earl Bakken's engineering genius. His insightful leadership of the company is summed up in the three words he uses as one of his mottos "ready, fire, aim!" That is, a given need is identified; a product is produced, or a task is performed, and later refinements are made while the long-term possibilities of the product are debated. He believes one should act on one's intuition, not overanalyze and correct the aim later. To quote Mr. Bakken, he believes that "failure is closer to success than inaction."

Since his "retirement" from Medtronic, Earl Bakken has made some of his greatest contributions to mankind. Specifically, he founded and developed the Bakken Library and Museum which emphasizes the

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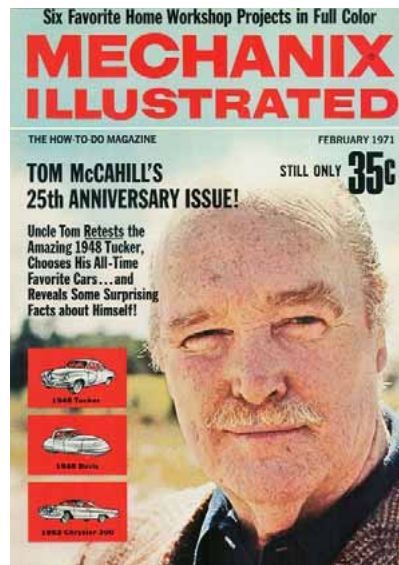
coln Continental two years ago. For example, in March '61 when we reported on the Lincoln Continental, 0-60 took 11.2 seconds. This has been dropped to 9.4. The 0-30 time is down to 3.2 from 3.8 and the 40-60 time is a full 1.1 seconds faster. The boys must have been whittling on the cams. The '63 Lincoln 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. 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.



Tom McCahill was the main draw for the monthly magazine Mechanix Illustrated. He did monthly road tests from 1946 through 1975.

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

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role of electricity in medicine and life. He has helped develop Medical Alley, a consortium of various manufacturers in Minnesota to develop and promote the area as a hotbed of medical innovation. Earl Bakken is most proud of his endeavors to develop the big island of Hawaii as a "healing island." He has been instrumental in the development of the North Hawaii Community Hospital, the Five Mountain Medical Community, and the Archeaus Project. The goal of the Archeaus Project is to devise a system that would provide optimum health care for the North Hawaii community by the year 2010. This health care is envisioned as being very different from the care ordinarily delivered today. Mr. Bakken recognized very early that there was more to medicine and medical practice than simply double-blind studies and statistical significance. He noted that patients fared much better with certain treatments or devices when they were administered by caring and loving physicians.

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'63 Continental

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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, 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."

In Passing

We are saddened to report the passing of Ed Myhre, the North Star Region's long time and much beloved auctioneer on November 25, 2016.



Ed Myhre at the 2015 Morries fall potluck doing what he did best.

Ed had been in ill health for some time, but rallied a bit and was able to attend our fall potluck at Morries this past October.

He loved his family very much and was a car guy all the way through. He had a close association with Ken Sampson and had worked with Ken at various car dealerships in around the Twin Cities.

He was a great auctioneer and always did his very best to wring the most out of our members over the years. How he managed to get big bucks for stuff most people would have trouble giving away will remain a mystery that will pass with him.

At the time this newsletter was published, arrangements were incomplete. Bob Johnson will send out an email with more details when they become available.

Thank you Ed for your great work for our club over the years.

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Similarly, the Archeaus Project is based on our knowledge of phenomena such as the difference between the relief of symptoms and true care, the interdependence of the body as well as the mind, the innate ability of the body to heal itself, and the curative effect of a positive relationship between patient and healthcare professionals.

Earl Bakken has followed his early pastor's advice very closely and spent a lifetime serving his fellow man. He created a company that is the envy of the industry and based it on a goal that helps humanity with instruments and appliances that alleviate pain, restore health and extend life. Representatives and employees of Medtronic Inc. have the reputation of going anywhere at any expense to satisfy a given customer's needs. Leading by example, Earl Bakken has made the values expressed in the Medtronic Mission Statement "to be recognized as a company of dedication, honesty, integrity and service"—his values throughout his daily life.

From the internet..

For Sale - Some Great Lincolns

Dear Members: Ads are always free to members and others who wish to market their Lincolns, parts and related items. We are happy to run them for you, but please let us know when things get sold. Also, we would appreciate hearing from you every 3 months if you still wish to continue running your ad. Please call or email your editor. Those who forget to do this, may risk the peril of having your ad deleted. Thanks for your cooperation.

For Sale - 1965 Lincoln Continental Convertible



This beautiful fully restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.



For Sale
1948 Lincoln
Continental
Coupe

\$12,500

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. This is a full CCCA Classic and would be a great car for touring next summer. Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143.

Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.

For Sale All Good Lincolns



FOR SALE: 1997 Lincoln Town Car - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or rptoenges@aol.com



For Sale: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.



For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: trbrace@comcast.net

Ken Sampson is offering two cars for sale.

1948 Continental Cabriolet RestoMod. Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.



1983 Mark VI. Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047



You May Be Interested in these Items for Sale



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.



For Sale: 1966 Mercury Park Lane four door. Has breezeway window, white, factory A/C, 410 V8, very nice reliable car and consistent show winner. \$7500/offer. Deb and Gary Schott, 612.232.0835 Winsted, MN email: debhat@mchsi.com

For Sale: 1978 Lincoln Mark V, powder blue, dark blue vinyl top and blue leather interior, 460 V8, new tires and only 55K miles. Dennis Filley, 320-354-3730, Spicer, MN.

For Sale: Complete set (6 volumes) of 1971 Ford Factory Service Manuals for the complete Ford Line including all Fords, Mercurys, Lincoln Continental and Continental Mark III. Never been used and look new. \$250 and that includes shipping. Call John Brown, Warsaw, MO Call 913.553.65355

For sale, Black 1956 Mark II, nice driver, 100K miles, needs paint. Has A/C. New tires. Blue and white interior, asking \$18,000. Also have a 56 Mark II parts car, along with some extra parts and some bumper parts, one fender and wheel covers, asking \$7,000. Mark VI, with moon roof, does not run, \$600. Elrod Kaufman, 27951 440th Ave, Freeman, SD 57029



Northstar Region grille badges are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

For Sale: 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500. Bob Schmidt, Willmar, 320-235-4106



1994 Lincoln Town Car Executive with rare Light Santa Fe Metallic Clear Coat and matching leather interior, 113K miles, full power, moon roof. Second owner for past 16 years. Always garaged and never driven during the winter. Asking \$9,500. Call Richard Magnier at 651.351.2855. Email: milliemoonlight@usfamily.net

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson 651.257.1715, email: arborbob41@aol.com

Preview of Coming Events

- December **Special Sunday Brunch to celebrate Lloyd and June Pearson's, 45th Anniversary** at Lord Fletcher's, in Spring Park (Minnetonka) on Sunday, December 11, at 11:30 a.m.
- January **Sunday Brunch, Roasted Pear, Brooklyn Park, January 8,** at 11:30 a.m.
2017 LCOC National Board meeting, San Antonio, January 11- 14
- February **CCCA Potluck/Auction, Firefighters Museum,** 664 22 Avenue NE, in Minneapolis
Saturday, February 18, at 5:00 a.m.
- March **Sunday Brunch, Machine Shed,** Lake Elmo, Sunday, March 12, 11:30 a.m.



For Sale, 1977 Lincoln Continental four door sedan. Well equipped with the strong 460 V8 engine and all of the accessories that Lincoln owners have come to love and enjoy. The list is long and includes power mirrors, seats, windows auto temp working A/C, heated rear window defroster, opera lamps, AM/FM 8 track radio, power door locks and tilt wheel. Headlight doors work

well with no binding or hesitation. Color is a very nice gray, with a red vinyl half-top. There are no nicks or dings in the finish and the bright work is as new. It has been professionally maintained by the former owner, who passed away in January and was an automotive course instructor at a South Dakota Vocational School. The Lincoln has about 80,000 miles, which averages only 2,000 miles a year over its life span. ***The asking price has been reduced considerably, the current owner, Emily Bickett is open to almost any offer.*** Please call Emily at 605-996-6905, cell 605-999-2701 or email: ebickett@mit-tel.net

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



Special Sunday Brunch December 11, 2016, 11:30 a.m.

We are inviting all our members to come together Sunday, December 11, at 11:30 a.m. to celebrate Lloyd and June Pearson's 45 years of continuous membership in the Lincoln and Continental Owners Club.

We will meet at Lord Fletcher's, 3746 Sunset Drive, Spring Park (Minnetonka), MN. Here is a great opportunity to get together with your friends, enjoy Lord Fletcher's excellent cuisine and get an early start on the holiday festivities. Good people, good food, it just doesn't get any better than this. See you there on December 11.



Merry Christmas and a Very Happy New Year from the Northstar News and your North Star Lincoln Club Board of Managers.

Bob Johnson, Roger Wothe, Matt Foley, Jay White, Bob Roth, Tom Brace, Eric Chinquist and David Gustafson.



Get 2017 off to a good start join your North Star family for the first brunch of the New Year, Sunday, January 8, 2017, at the Roasted Pear, 9690 Colorado Lane, Brooklyn Park.

Be there at 11:30 AM, don't miss out on all the fun!

North Star calendars will be given out to those members who did not receive theirs at the November brunch. Door prizes for those who attend. Please RSVP by January 5th to Jay White, 952.432.5939, email: jay@jwhiteandassoc.com