

NORTHSTAR NEWS

One Very Fine '79



Jon Wessel, Springfield, MO is the very proud owner of this Mark V

As some of you may recall, I own a 1962 Hemi-powered Continental. Debbie and I drove it to Dayton, Ohio, last year for the Midwest meet. It was well-received there, and we appreciated all the positive comments. We also drove it to a car show in Pigeon Forge, Tennessee. While the car is an engineering masterpiece and is impeccably crafted, it is frankly a bit of a handful to drive. I realized after the Tennessee trip that we still had some work to do with both computer tuning and suspension tuning. As this is being written in early February, the computer has been removed from the car and sent out to be reprogrammed. Knowing that the car was going to be out of commission for a while and that ultimately it may never be as user-friendly as I would like, I began a search for a more down-to-earth Lincoln that would be easier to drive.

In searching the internet, I ran across a 1979 Mark V in turquoise, and the unusual color caught my eye. I opened the ad and saw a stunning car. It was triple turquoise with the polished forged wheels and looked incredible. I called the seller and left a message, and he called me back the next evening. He painted a picture of a gorgeous 21,000-mile car with original paint, top, interior and an unusual history. I always expect a seller to trump up the car, but I sensed that this fellow was not white-washing anything that the car really was incredibly nice. In a stroke of luck or an omen, take your pick, he only lived 2 ½ hours away. I made arrangements to drive up the next Saturday.

The Mark was the sole occupant of his garage and barely fit. It truly was stunning and in unbelievable condition for a 37-year-old car. After looking it over, I asked him to take me for a drive. Being in an unfamiliar car in an unfamiliar area, I didn't want to risk

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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

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Morris Minnetonka Ford Lincoln in their conference room. Meeting time will be 7:00 pm on the first Thursday of each month, except December.

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

Jon Wessel's Fine '79 continued...

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driving it. It drove out as I expected, like a new car. The only issues were chattering brake rotors and inoperative air conditioning. Even the 8-track tape player worked!

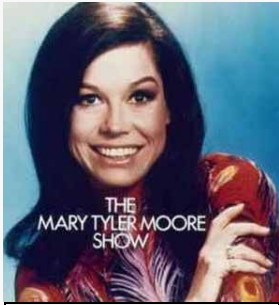
During the drive the seller explained that a gentleman who had a small car had bought the Mark new, wanting a larger car before they were no longer produced. Evidently, the move from a small car to a very large car with a very long hood was daunting, and so he did not drive it very often. He passed away, and that left his wife with the car. She did not drive it much, either, but did arrange for the Lincoln dealer to take the car once a year for an oil change, wash, and wax. When she passed, her daughter became the caretaker of the car. She was not interested in the car except in



a sentimental way. This is when the seller became interested in the car and tried to buy it. She would not sell. He tried to buy it for two years, but she would not give it up. Finally, on a Saturday morning, he received a call from the daughter. She said that the estate was being settled and that her brother was going to take the car. She wanted the seller to come over immediately and buy the car because she was afraid her brother would not take good care of it. The seller rushed over and took possession of the car. At that point, about 14 years ago, it only had 14,000 miles on it. The seller, like those before him, seldom drove the car except to car shows and the Sunday drive. He had decided to sell it after down-sizing his home and not having a suitable place to park it.

We agreed upon a selling price, and since I was by myself, I made arrangements to pick it up the following Satur-

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*Editors Message**March 2017**Trivia from the Internet*

Mary Tyler Moore
1936 - 2017

Mary Tyler Moore was born in Brooklyn, New York, to George Tyler Moore, a clerk, and his wife Marjorie Hackett. Moore was the oldest of three children (her siblings were John and Elizabeth). Moore's family lived on Ocean Parkway in the Flatbush section of Brooklyn. Her paternal great-grandfather, Lieutenant Colonel Lewis Tilghman Moore, owned the house which is now the Stonewall Jackson's Headquarters Museum in Winchester, Virginia. When she was eight years old, Moore's family moved to Los Angeles at the recommendation of Moore's uncle, an MCA employee. She was raised Catholic, and attended St. Rose of Lima Parochial School in Brooklyn until the third grade. She then attended Saint

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February just seemed to zip by. Pretty nice weather for February, more like the last week in March. As we expected, the days are getting longer each and every day. As I write this, just before the last weekend in February, the weather forecasters are predicting maybe a foot or more of snow in the next day or so. Well, so be it, it just will not last long, and in a few days, it will be gone.

Last weekend, I attended the Classic Car Club potluck at the Fireman's Museum up in North Minneapolis. This is always a fun event, and for years, the CCCA has graciously invited the Lincoln Club to join in the festivities. The weather was absolutely perfect, and that should have served to bring a few more folks out to enjoy the potluck. But still, attendance was about 50, and those who came enjoyed a good sampling of food and fun. If you liked books and

magazines that was what the auction was about this year. If you liked books about older foreign cars, there were some excellent buys. As a person who has almost no flat space left in our home, acquiring more magazines and literature was not the thing to do. Even so, it was a good evening. We have a lot of crossover members between the CCCA, the Cadillac Club (of which I am also a member) and the Lincoln Club. All great folks and it is good to see them, if only for an hour or two. Two of our newer members, Bud and Rea Ready were there, and it was a delight to spend some time with them. They have a nice mid-90s Town Car that has been very well cared for and that they enjoy driving.

Olga is somewhat fascinated with her father's award, as shown in the picture. Well, maybe not so much. I told her that it was a major award and I think that in her

mind she is trying to visualize the "leg lamp" from the holiday story replayed every year entitled "A Christmas Story." It is a nice plaque which may be hanged on the wall or stuffed in a drawer somewhere, in a place soon to be forgotten. It is a bit of recognition by her father's peers (the LCOC board of directors) for publishing a newsletter every month full of information, some of which is even useful. I received it this past January while



Olga is checking out the "Master Editor Award" that her dad received this past January at the LCOC board meeting in San Antonio. As it is not edible, she is wondering just what good it really is.

attending the annual board meeting in San Antonio. It is appreciated, but while I publish the monthly newsletter, both Marion and I would like to acknowledge that the awards we receive would not be possible without the ongoing support that we receive from our members. It has truly been a joy working for you these past 15 years, and we have been able to increase our circle of friends because of our

activities tied to the Lincoln Club. So, Olga, just hold your enthusiasm in check for just a bit longer and pose nicely for the picture that we want to take. Your reward will come in the form of a nice treat, which you can quickly eat.

We want to thank Jon Wessel for sending us the nice article about his Mark V. The Marks of this era were good for Lincoln and sold very well. The buying public just adored the IV and V series, and when the VI's came out, things changed. The public had to be resold on the newer smaller Marks, which were every bit, maybe even better than their predecessors. But, for a lot of traditional Lincoln owners smaller was a sea change that many were not willing to immediately accept.

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

Directors Message by Bob Johnson March 2017

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Ambrose School in Los Angeles, followed by Immaculate Heart High School in Los Feliz, California. Moore's sister, Elizabeth, died at age 21 "from a combination of...painkillers and alcohol" while her brother died at age 47 from kidney cancer.

Moore decided at age 17 that she wanted to be a dancer. Her television career began with Moore's first job as "Happy Hotpoint", a tiny elf dancing on Hotpoint appliances in TV commercials during the 1950s series Ozzie and Harriet. After appearing in 39 Hotpoint commercials in five days, she received approximately \$6,000. She became pregnant while still working as "Happy", and Hotpoint ended her work when it was too difficult to conceal her pregnancy with the elf costume. Moore modeled anonymously on the covers of a number of record albums and auditioned for the role of the older daughter of Danny Thomas for his long-running TV show, but was turned down. Much later, Thomas explained that "she missed it by a nose... no daughter of mine could ever have a nose that small."

Moore's first regular television role was as a

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The record temperatures in February have to be something for us all to remember. As I write my column, we are having April weather and is it ever nice. We all know that we can get a lot of snow in March, but, even so, the end of winter is clearly in sight.

Our February activity was a joint Potluck and Auction with the CCCA Saturday, February 18 at the Firefighter's Museum; It is always nice to gather with the CCCA and renew old friendships. There were about 50 members from both clubs in attendance that enjoyed

the warm spring like weather and our fellowship between the CCCA and LCOC Clubs, a great way to spend the late afternoon/early evening.

In March, our Sunday Brunch will be at the Machine Shed, Lake Elmo, 515 Hudson Blvd N on March 12, at 11:30 a.m., RSVP to Jay White by Wednesday, March 8 if you plan on attending.

Our April Sunday Brunch will be April 23, 2017, at Paradise Landing, 264 County Road I, Balsam Lake, Wisconsin At 11:30 a.m. We will have the Grotto room and will order from their menu. This should be a beautiful spring drive, for many of us it will be a journey back in time

The Lincoln Car Museum website now has the 2017 Meet Registration packet in PDF form ready for your use. Go to lincolncarmuseum.org to download. You may also type into it directly (online) then save and then mail with your check, to Meet Registration (me), Bob Johnson. Plans for 2017 include a special event, Three days touring Dearborn, Michigan, and Ford World Headquarters August 7-9, 2017. This will be the LCOC Grand National Meet, celebrating the 100 year Anniversary of Lincoln Motor Incorporation, at the Lincoln Motor Car Foundation Museum at Hickory Corners, Michigan, August 9 - 13, 2017. There is a welcoming article on the Lincoln Car Museum website explaining our Dearborn and Hickory Corners activities; you do not have to attend the whole week, you can pick and choose what you want to do. ***Again remember that the hotels and tours have limited space so register early to get your choice.***

The Lincoln Car Raffle has finally been approved by the state of Michigan. We are now waiting for a raffle license number, to start to sell tickets. Hopefully, the raffle will begin in March, and we will have the drawing at Hickory Corners August 12, 2017.

North Star membership renewals for 2017, 104 members have renewed, Dave Gustafson would appreciate your updating the information on the renewal form and send back the form with your renewal check. Please send your renewal in now if you have not done so yet.

We always 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.

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

Bob and Mary Johnson

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

February 2, 2017

Regional Director Bob Johnson called the meeting to order at 7:05 p.m. at Morries Ford Lincoln in Minnetonka. Board members present were Bob Johnson, Dave Gustafson, Tom Brace and Matt Foley, Regional member Mary Johnson was also present at 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 by discussing the 2017 LCOC National Board Meeting that was held in San Antonio, Texas. January 11-14, 2017. Activities for 2017 were discussed, and the other Bob Johnson, Tyler, Minnesota has invited the North Star Region to hold its 14th Annual out state Lincoln car show in Tyler during Aebleskiver days Saturday, July 22. The Region will plan a three-day road trip with staying at a hotel in Marshall, Minnesota. Sunday, April 23, we will again go to Paradise Landing on Balsam Lake, WI for a Sunday Brunch in a private room, the Grotto Wine room, where we will order from a special menu.

The 2018 Mid-America National Meet hotel selection will wait until after Roger and Barb Wothe, are back from Arizona.

Treasurer Matt Foley announced that the January treasury balance was \$1732.81.

Membership and Publications Director Dave Gustafson announced that he is currently out of "My Pride and Joy" articles. Please help him out!!! Dave has sent our 2017 Region renewal notices. We have had 95 members already renew. Please return ASAP so he and Marion can complete the 2017 North Star Region Directory. We had three persons join LCOC in January, and they are now members of our Region, John Ellingson, Minnetonka, is restoring a 1942 Cabriolet, Peter Hill, Bloomington, is looking at purchasing a Mark II, and Roger Meitthunen, Hibbing, who is looking for a mid-1950s Lincoln.

Special Events: There will be only one 2017 LCOC National 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, plus you can visit the Ford complex in Dearborn, MI, August 6-9, 2017, to celebrate the one-hundredth Anniversary of the Lincoln Motor Incorporation. The 2017 Meet Registration is now online on the Lincoln Motor Car Museum website, www.Lincolncarmuseum.org and click on 2017 events. Bob will be emailing all members meet information.

Morries Ford Lincoln dealership has a new General Manager, Chris Morris.

The meeting was adjourned at 7:45 p.m. The next Board Meeting will be at 7 p.m., Thursday, March 2, 2017, at Morrie's Minnetonka Ford/Lincoln dealership. All region members are welcome to attend. We would like your input to help make us improve the North Star Region club.

Respectfully submitted by Secretary Roger Wothe from notes from Bob Johnson

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mysterious and glamorous telephone receptionist on Richard Diamond, Private Detective. On the show, Moore's voice was heard, but only her legs appeared on camera, adding to the character's mystique. About this time, she guest-starred on John Cassavetes's NBC detective series Johnny Staccato. She also guest-starred in Bachelor Father in the episode titled "Bentley and the Big Board". In 1960, she featured in two episodes of the William Bendix-Doug McClure NBC western series, Overland Trail and several months later in the first episode of NBC's one-season The Tab Hunter Show, a sitcom starring the former teen idol as a bachelor cartoonist. In 1961, Moore appeared in several big parts in movies and on television, including Bourbon Street Beat, 77 Sunset Strip, Surfside Six, Wanted: Dead or Alive, Steve Canyon, Hawaiian Eye, Thriller and Lock-Up. In 1961, Carl Reiner cast Moore in The Dick Van Dyke Show, a weekly series based on Reiner's own life and career as a writer

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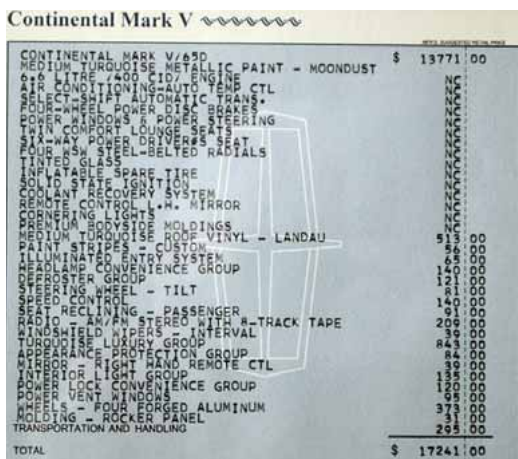
One Fine '79 continued...

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 for Sid Caesar's television variety show *Your Show of Shows*, telling the cast from the outset that it would run for no more than five years. The show was produced by Danny Thomas's company, and Thomas himself recommended her. He remembered Moore as "the girl with three names" whom he had turned down earlier. Moore's energetic comic performances as Van Dyke's character's wife, begun at age 24 (11 years Van Dyke's junior), made both the actress and her signature tight Capri pants extremely popular, and she became internationally known. When she won her first Emmy Award for her portrayal of Laura Petrie, she said, "I know this will never happen again".

In 1970, after having appeared earlier in a pivotal one-hour musical special called *Dick Van Dyke and the Other Woman*, Moore and husband Grant Tinker successfully pitched a sitcom centered on Moore to CBS. *The Mary Tyler Moore Show* is a half-hour newsroom sitcom featuring Ed Asner as

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day. I picked up the car at noon, stopped for gas and headed down I-44. Unfortunately, I-44 was completely shut down due to a major accident. After a couple of minutes of idling, the car died and would not restart. I waited for an hour, with Debbie parked behind me, and it still wouldn't start. We called for a wrecker, but because of the highway and both access roads being closed, the wrecker couldn't get to us. I hated to do it, but we pushed the Mark off onto the shoulder, locked it up and hid the keys. Ultimately, it took us 11 hours to make a five-hour round-trip drive. The wrecker service picked up the Mark at about 8 p.m. and towed it to a nearby Ford dealership. When I called them Monday morning, they said it would be three weeks before they could look at the car. I don't think they wanted to work on it, and I didn't want it sitting on their lot for three weeks. I called the guy who built my '62, and he retrieved it. It turned out to be vapor lock. He re-routed the fuel line, and I'm using a gasoline additive to prevent that from happening in the future.



After finally getting the car home, I was able to wash and wax and detail it. The car really is like a time capsule. There are a few rock chips and a very minor scratch on the trunk. But the paint shined up like new, and there is no other damage. The interior is showroom-fresh.

I requested a Marti report on the car, and he provided a lot of information. There were 75,939 Mark Vs built in 1979.

The MSRP on this one was over \$17,000, which was a lot of money for a car in 1979. The car doesn't have a moon roof, but I think it has just about every other available option. According to Marti, there were 559 Mark Vs built in 1979 with the combination of the Turquoise Luxury Group, Medium Turquoise Metallic Moondust paint, turquoise leather seats and turquoise landau vinyl top. When you factor in how the car is equipped, it is a one-of-one car. No other 1979 Mark V exists that is exactly like this one.

The car has sat dormant over the winter, but as spring becomes sprung, the few little items it needs will be addressed, and it will be back on the road. We're planning on driving it to the Grand National meet at Hickory Corners.

As a side note, I became a North Star Region member after attending the 2012 meet in Bloomington. This was our first Lincoln meet (I had a Mark IV at the time). Everyone was so nice, and we had such a good time that we decided to join the Region and the LCOC. I've been elected as Director of the Midwest Region but will continue to be a member of the North Star Region.

The Mark V was good for Lincoln. During the three model years, almost 229,000 Mark V's were produced and sold. These were Lincoln's golden years.

MK V Model Year	Series	Production
1977	Not broken down	80,321
1978	Total production	72,602
	Diamond Jubilee	5,159
	Diamond Blue	2,602
	Jubilee Gold	2,557
	Designer Editions	
	Bill Blass	3,975
	Cartier	8,520
	Givenchy	917
	Pucci	3,125
1979	Total Production	75,939
	Collector Series	
	Midnight Blue	3,900
	White	2,040
	Silver	125
	Diamond Blue	197
	Designer Editions	
	Bill Blass	6,720
	Cartier	9,470
	Givenchy	2,262
	Pucci	763

A first for Ford, Automatic Overdrive

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her gruff boss Lou Grant. Moore's show proved so popular that three other regular characters, Valerie Harper as Rhoda Morgenstern, Cloris Leachman as Phyllis Lindstrom and Ed Asner as Lou Grant were also spun off into their own series. The premise of the single working woman's life, alternating during the program between work and home, became a television staple.

After six years of ratings in the top 20, the show slipped to number 39 during season seven. Producers decided to cancel the series because of falling ratings, afraid that the show's legacy might be damaged if it were renewed for another season. Despite the dismal ratings, the 1977 season would go on to win an Emmy Award for Outstanding Comedy Series, to add to the awards it had won in 1975 and 1976. All in all, during its seven seasons, the program held the record for winning the most Emmys - 29.

In the 1985-86 season, she returned to CBS in a series titled *Mary*, which suffered from poor reviews, sagging ratings, and internal strife within the production crew. According to Moore, she asked CBS to pull the show as she was

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From Popular Science, August 1979, by Jim Dunne

This fall, Ford will become the first American manufacturer to offer an automatic overdrive transmission when it makes a four-speed model standard on its 1980 Lincoln and optional on full-size Fords and Mercurys. The new AO (automatic overdrive) transmission shifts by itself, in response to throttle demand and the car's speed, just like any three-speed automatic. However, when the car reaches 40 mph, it shifts a third time, to a highly aggressive 0.667:1 overdrive ratio.

The AO is the forerunner of similar transmissions to be introduced over the next 18 months on smaller Ford cars and many of General Motors' new models. The primary importance of the AO transmission is its 1.5-mpg increase in average fuel economy—which translates into four mpg in highway driving, when the overdrive is effective full time.

In appearance, the new system is virtually identical to the older C6 three-speed automatic on the 1979 Ford big-car lines. Dimensions are the same, and that means that the transmission hump on the floor is no larger. That's important in these days of size reduction, when passenger room is at a premium.

The transmission's overall weight of 195 pounds, including torque converter, is equal to its predecessor's. The lowest three gear ratios in the overdrive transmission duplicate those of the FMX, and are very close to those of the C6 so you'll probably notice no difference. A big change shows up in the drop to the overdrive ratio. Its 0.867:1 ratio is far below that of most overdrives, which are usually around 0.8-0.85:1. According to Ford's Lawrence Burcz, principal engineer on the AO, 0.667 wasn't a compromise. Ford claims the low ratio will yield longer life for engine and transmission, due to reduced engine speed and lower transmission oil temperatures.

Within reason, the slower an engine

turns, the better its fuel economy—so that very low ratio leads to high economy, since the engine will make only two-thirds of a turn for each complete revolution of the drive shaft. Since Ford isn't changing the rear-axle ratios, which could negate the improvements, we'll be getting the full benefits of the economy boost.

Driving the AO is little different from any other automatic. Overdrive engages smoothly when the car's speed passes 40 mph, and the shift is similar to a conventional automatic's second-to-third upshift. In most cases, it's barely felt. In moderate acceleration, with the accelerator a quarter of the distance to the floor, the upshift takes place near 45 mph. When the accelerator is depressed all the way to the floor, the transmission will hold second or third gear (depending on conditions) all the way up to the 65-mph spend limit. Easing back on the pedal will permit the shift to overdrive. In no case, though, need you lift your foot off the accelerator to allow the shift to overdrive; it will eventually take place like any other shift.

You can apply a moderate amount of power while in overdrive before the transmission downshifts into third. This was designed into the system so you're not bothered by repeated shifts between third and overdrive when a little extra push is called for, as in hilly country.

The EPA fuel-economy ratings for AO-equipped cars show little improvement, but that's easy to understand. The EPA test schedule relies very little on speeds over 40 mph, and it's only at those speeds that the over drive comes into play. However, meaningful gains in highway fuel economy should be realized.

A number of other interesting innovations were made in the AO. Overdrive is a fully locked-up mechanical connection linking engine and transmission, and loses nothing to torque converter slip-

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unhappy with the direction of the program and the producers. She also starred in the short-lived *Annie McGuire* in 1988. In the mid-1990s, Moore had a cameo and a guest-starring role as herself on two episodes of *Ellen*. She also guest-starred on *Ellen DeGeneres's* next TV show, *The Ellen Show*, in 2001. In 2004, Moore reunited with her *Dick Van Dyke Show* cast mates for a reunion "episode" called *The Dick Van Dyke Show Revisited*.

Moore made her film debut in 1961's *X-15*. Following her success on *The Dick Van Dyke Show*, she appeared in a string of films in the late 1960s (after signing an exclusive contract with Universal Pictures), including 1967's hit *Thoroughly Modern Millie*, as a would-be actress in 1920s New York who is taken under the wing of Julie Andrews' title character, and the 1968 films *What's So Bad About Feeling Good?* with George Peppard, and *Don't Just Stand There!* with Robert Wagner.

In 1969, she starred opposite Elvis Presley as a nun in *Change of Habit*. Moore's future television cast mate Ed Asner also appeared in that film as a police offi-

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More Ford Overdrive

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page. As with Chrysler's Torqueflite, the efficiency gain through full lockup is six percent. However, Ford's design differs in two ways: It engages at 40 mph, vs. the Torqueflite's sub-30-mph lockup; and it's accomplished without being in torque-converter mode before lockup.

A partial lockup occurs in third gear, where 60 percent of the drive force is transmitted through the lockup, 40 percent through the hydraulics of the converter. Thus converter slippage is less, and efficiency is greater.

This means some economy improvement, though not enough to amount to one mpg in any type of driving. Another revision is a different blade shape in the torque converter that "unloads" the engine at idle, thereby preventing creep and reducing fuel consumption at idle.

Shift quality from first-to-second and second-to-third has been improved through the use of non-synchronous gears. You probably won't notice that, though. Also, the transmission bands are nonadjustable, and will require no service. Finally, a Dacron-felt filter will improve the purity of the transmission fluid, contributing to smoother shifts and longer oil life.

A minor change in the gear-selector quadrant is the only visible difference in an AO-equipped car. The quadrant is marked P-R-N-D-3-1, with the D set in a big 0 to signify overdrive. Note that the second-gear position is eliminated. That means you cannot hold the transmission in second gear without upshifting.

Interestingly, Ford's Burcz points out that the AO is perfectly suitable for trailer towing, either when run in overdrive or third gear. Common sense should tell the driver which is better suited for his trailer load. The third-gear position is for performance or added [engine] braking, but we don't want it used as a 'defeat device' for the overdrive in normal driving; that would reduce fuel economy."

Luxury for 1979

By Jim Dunne, courtesy Popular Science, May 1979.



Luxury put to the test, included Jaguar, BMW, Mercedes, Cadillac Eldorado and Lincoln Continental Mark V.

Super-expensive cars differ in many ways—besides their higher price tags—from the cars most of us drive. They're more luxurious, perform with sparkle, and offer a ride that's the best on the road. They also have expensive features you can't get—even as options—on less costly autos.

We rounded up five of the richest cars built in the U.S. and Europe for this month's test: **Lincoln Continental Mark V, Cadillac Eldorado, Mercedes 450 SEL, BMW 633CSi and Jaguar XJ-12L**. They range in price from \$14,500 for the Eldorado to almost \$32,000 for the Mercedes. Despite the enormous differences in price, each car carries similar, unmistakable marks of quality and prestige.

The 1979 Eldorado is the newest of the group, as well as the least expensive.

It represents the new thinking in American luxury cars—smaller, trimmer, more efficient cars, with improved handling and styling strongly influenced by European contemporaries.

The new Eldorado is 20 inches shorter and 900 pounds lighter than the '78 and has new front and rear suspension systems. Inside, the passenger room is actually slightly greater.

While the Cadillac is no sports car, its handling is above average. It is not, however, yet equal in this department to its sisters from General Motors, and is no match for its European competitors,

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Five Luxury Cars from 1979

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cer. Moore did not appear in another feature film for eleven years. On her return to the big screen in 1980, she received her only Oscar nomination for her role in the coming-of-age drama *Ordinary People*, as a grieving mother unable to cope either with the drowning death of one of her sons or the subsequent suicide attempt of her surviving son, played by Timothy Hutton who won the Academy Award for Best Supporting Actor for his performance in the film. Despite that success, Moore's only two films in the next fifteen years were the poorly received *Six Weeks* (1982) and *Just Between Friends* (1986). In 1996 she made her return to films with the independent hit *Flirting with Disaster*.

Moore and her husband Grant Tinker founded MTM Enterprises, Inc. in 1969. This company produced *The Mary Tyler Moore Show* and several other television shows and films. It also included a record label, MTM Records. MTM Enterprises produced a variety of American sitcoms and drama television series such as *Rhoda*, *Lou Grant* and *Phyllis* (all spin-offs from *The Mary*

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The key chassis improvement (aside from the huge reductions in weight and bulk) is the new independent rear suspension, a first for Cadillac. In addition to improving ride and handling, it makes for greater trunk space with a more usable layout.



1979 Cadillac Eldorado, new this year, being put through its paces on the track.

The Eldorado's interior is among the roomiest you'll find in a four-passenger car. Front-seat legroom is stretch-out long, and there's nearly 4 inches more legroom in the back than last year. Also, the interior noise levels are the lowest in this group, by a substantial margin.

You'll find nothing missing inside in the way of plushness and comfort. The list of features and options is as long as you'll find on any car (certainly more than on any of the imports), even including a multifunction dashboard computer system. Seating comfort, driving position and forward visibility are all excellent. Visibility to the rear, however, does suffer from the Seville-like roofline.

Eldorado's 350-c.i.d. V8 is one of the most responsive engines you'll find. Its zero-to-60-mph time of 11.5 seconds borders on the sporty-car class, and is noticeably faster than that of the Mercedes (12.9) and the Mark V (14.3).

Despite the front-wheel drive, the Eldorado handles just about like a rear-drive vehicle, with little torque-induced steering reaction when accelerating or decelerating. Traction on slippery roadways is ter-

rific, and there's a solid feeling in the steering at high speeds, with exceptional down-the-road stability. In spite of a tendency to lock its rear brakes, the Eldorado always stopped straight.

The Mark V is Lincoln's top personal-luxury model. In addition to the base car and the Collector's Series, it's offered in four Designer Series models that increase the base price as much as \$3000. One of these, the Bill Blass, was selected for this test. Its \$2775 extra cost is based solely on cosmetic items—things like paint colors, wheel-disc shapes, and interior trim items.

Getting behind the wheel of the Mark V is akin to taking the helm of an aircraft carrier. The long hood stretches to a distant point where its lines almost seem to converge. That, plus the tilt-back attitude of the seats, the relatively high belt line, and the *fluffy* suspension, tends to isolate the driver from what the car is doing.



The Mark V is listing a bit in the turns.

Despite its extraordinary size, the Mark V's interior is significantly smaller than the Eldorado's. The layout is fine for the driver and front-seat passenger, but rear-seat accommodations are marginally uncomfortable. Interior appointments, however, are very high quality and are fashionably executed.

Because of the design of the small passenger compartment, all-around visibility suffers in the Mark V. And the long hood makes judging corners difficult for the average driver.

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Luxury cars continued...

(Continued from page 9)

Tyler Moore Show), *The Bob Newhart Show*, *The Texas Wheelers*, *WKRP in Cincinnati*, *The White Shadow*, *Friends and Lovers*, *St. Elsewhere* and *Hill Street Blues*, and was later sold to Television South, an ITV Franchise holder in 1988. The MTM logo resembles the Metro Goldwyn Mayer logo, but a cat named Mimsie instead of a lion.

At age 18 in 1955, Moore married Richard Carleton Meeker, whom she described as "the boy next door", and within six weeks she was pregnant with her only child, Richard Jr. (born July 3, 1956). Meeker and Moore divorced in 1961. Moore married Grant Tinker (1926-2016), a CBS executive (later chairman of NBC), in 1962, and in 1970 they formed the television production company MTM Enterprises, which created and produced the company's first television series, *The Mary Tyler Moore Show*. Moore and Tinker divorced in 1981. Moore married Robert Levine on November 23, 1983, at the Pierre Hotel in New York City. They met when her mother was treated by him in New York City on a weekend house call, after Moore and her mother returned from a visit to

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The ride comfort of the car is very good, but the suspension is far too soft for our taste. As a result, handling and maneuverability suffer. The Mark V was slowest in the high-speed handling test, and even slower in the low-speed maneuverability test than the big vans we tested last month. It was also slowest in zero-to-60-mph and 25-to-70-mph acceleration. The car was as noisy as the high-performance BMW, but without the performance.

The Mark V, however, may be the most impressive-looking luxury car built in America, with its long, low, classic styling. For some buyers that sort of massiveness spells luxury, and the Mark V offers it in abundance.

The 450 SEL is a classic German luxury car. It is roomy, airy, firmly comfortable, functional, businesslike and delivers excellent performance. It's not nearly as plush as the American cars, but has all the necessary creature comforts, plus most of the high-quality options you'd ever want.

Driving a Mercedes for the first time can be a revelation. Seat cushions are firm, bordering on hard for some. The steering wheel is extra-large and fixed in one position, with no provision for tilting. That seems unusual at first, but the longer you drive, the more comfortable it becomes. Like virtually everything in a Mercedes, the wheel's diameter has a purpose; to provide leverage should the power steering ever fail.

Also, the large diameter frames the instruments and hides nothing. All-around visibility is excellent, due to the short, sloping hood, lots of side glass, and the low belt line.

Behind the Mercedes' wheel, you get a feeling of actively directing the car's progress. The power steering provides less assist than that of an American car, so you can feel the road and what the car is doing.

The Mercedes ride is firm yet com-

fortable, flat in curves, completely and precisely controlled. It's like a sports car in this respect and offers a different kind of luxury ride than its American competitors.

Seats have a custom-made feel, but power adjusters are *verboten*- The seats do move six ways, but you use three manual controls to do it.

The biggest disappointment in the Mercedes is the noise level in the passenger compartment. The noise is on a par with American intermediates that cost \$25,000 less.

At \$31,901, the Mercedes is the highest-priced car in the group, but the price includes virtually all the options you get only at extra cost on an American car, such as leather seats, special radio, and automatic temperature control.

Almost as costly as the Mercedes, the BMW 633CSi is the performance enthusiast's luxury car: a sports coupe in the German tradition, with quality and finish fully the equal of the Mercedes. It's the closest you'll come to an all-out sports car in the luxury class.



BMW 633CSi is more of a performance car than a boulevard cruiser.

Although virtually *every* design decision seems to have been made to emphasize handling and performance, the car still provides great comfort and luxury.

Seating is laid out for four passengers, but only the front is really roomy enough for comfort. Legroom in the rear is tight; the car is really intended to be more of a 2+2. (The 733CSi is for full-time four-passenger use—and it's even a

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Luxury Cars for 1979 continued

(Continued from page 10)

the Vatican where they had a personal audience with Pope John Paul II. Moore was diagnosed with Type I diabetes in 1969, after having a miscarriage. In 2011, she had surgery to remove a meningioma, a benign brain tumor. In 2014, friends reported that she had heart and kidney problems and was nearly blind.

Moore died at the age of 80 on January 25, 2017, at Greenwich Hospital in Greenwich, Connecticut from cardiopulmonary arrest complicated by pneumonia after having been placed on a respirator the previous week. She was laid to rest in Oak Lawn Cemetery, in Fairfield, Connecticut, during a private ceremony.

A long-time animal rights activist, she had advocated for animal rights for years, and supported charities like the ASPCA and Farm Sanctuary. She helped raise awareness about factory farming methods and promoted for more compassionate treatment of farm animals. She was a vegetarian. She was also a co-founder of Broadway Barks, an annual animal adopt-a-thon held in New York City. Moore and friend Bernadette Peters worked to make it a no-kill city and to en-

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bit cheaper than the 633CSi.)

As with most European cars, the superb seats are built to hold you comfortably in place. They're firm and provide excellent lateral support. The manual-adjustment features for the front seats are similar to the Mercedes', with fore-and-aft, rocking chair and seat-back tilt movements—although it may take a while to get everything just right at first.

BMW buyers must enjoy shifting, since most 633's are sold with four-speed manual transmissions. The overhead-cam six-cylinder engine is carefully matched to the transmission, and the combination is powerful, flexible, responsive and easy to operate.

Everything about the car is businesslike and purposeful, from the efficient and highly legible instrument panel to the fully fitted tool case in the trunk lid. On the whole, the 633CSi was the fastest, best handling, and best braking in the group. Driving buffs might also find it the most enjoyable. Careful attention to detail has put together an outstanding car, well-balanced, capable, and one that lives up to its reputation as a world-class driving machine.

The XJ-12L is a pleasing blend of classic English luxury and contemporary European performance. It is plushly soft inside, while still delivering the performance of the two German cars.

The four-door XJ-12L model is powered by an aluminum-alloy V12 that is the smoothest engine we have ever tested. Its 244 horsepower turns the conservative-looking sedan into a neck-snapping performer, quicker than many of today's all-out sports and sporty cars. If it weren't for its abysmal fuel economy—10 mpg, city; 13, highway—the V12 would be one of the most desirable power plants in the world.

The Jaguar's instrument panel is loaded with informative gauges and controls. Handling is precise—although

without the stiffer German feel—due to the sophisticated independent suspension and low center of gravity. Four passengers can ride in superb comfort and luxury in this car, pampered by the luxurious interior that inspired much of what is found in current American cars—but done in *real* walnut, and *real* leather.

From an all-around standpoint—handling, ride, acceleration, and comfort—the Jaguar is outstanding. For the U.S. driver, it is the smoothest-running, fastest-accelerating sedan available.



The Jaguar does better than the Mark V in turns, but consumes lots of gasoline.

If there is a problem with owning any one of the European cars, it's the driving conditions on U.S. roads. They offer no challenge. These cars are built to handle safely and effortlessly on hilly, twisting country roads well above our national speed limit, and to cruise—yes, cruise—on interstate-type highways all day at speeds far above 100 mph. To hold them to the 55-mph speed limit our energy situation dictates is to wipe out most of their driving advantages—and pleasure. Still, the independent rear suspensions, special brake systems, and finely tuned power trains definitely do have value for U.S. drivers, even if the decline of the dollar has boosted the cars' prices so much.

Editors note: While the Mark seemed to be the reporters least favorite, it easily outsold the other four in the US marketplace. Buyers liked long and big and that's what they bought in 1979. The next year everything would change.

All about the 5 Luxury Cars

(Continued from page 11)

courage adopting animals from shelters.

On May 8, 2002, Moore was present when cable network TV Land and the City of Minneapolis dedicated a statue in downtown Minneapolis of the television character she made famous on *The Mary Tyler Moore Show*. The statue, by sculptor Gwendolyn Gillen, was located in front of the Dayton's department store - now Macy's - near the corner of 7th Street South and Nicollet Mall. It depicts the iconic moment in the show's opening credits where Moore tosses her Tam o' Shanter in the air, in a freeze-frame at the end of the montage. While Dayton's is clearly seen in the opening sequence, the store in the background of the hat toss is actually Donaldson's, which was, like Dayton's, a locally based department store with a long history at 7th and Nicollet. In late 2015 the statue was placed in storage during renovations to the mall, and in December it was relocated to the city's visitor center, where it will remain until the renovation is complete in 2017, after which the plan is for it to be returned to its original location.

From the internet...

Cadillac Eldorado, Lincoln Mk. V, Mercedes-Benz 450 SEL, BMW 633CSi, and Jaguar XJ-12L

	Cadillac Eldorado	Lincoln Mk. V	Mercedes-Benz 450 SEL	BMW 633CSi	Jaguar XJ-12L
DIMENSIONS (inches)					
Wheelbase	114.0	120.4	116.7	103.4	112.8
Overall length	204.0	230.3	209.4	192.7	200.5
Overall height	54.2	53.1	56.3	53.7	52.0
Overall width	71.5	79.7	73.6	67.9	69.8
Track, F/R	59.3/60.5	63.2/62.6	59.9/59.3	56.0/58.5	58.3/58.8
Ground clearance	6.2	6.9	8.5	8.5	8.0
Front head room	37.9	37.5	38.6	34.0	35.0
Front hip room	51.8	55.4	57.5	46.0	40.0
Front leg room	42.8	42.3	41.7	43.0	46.0
Rear head room	37.9	37.1	37.1	34.0	32.0
Rear hip room	48.8	54.3	59.5	52.0	52.0
Rear leg room (min.)	39.4	34.0	38.1	33.0	40.0
Rear knee room (min.)	2.2	1.0	8.0	3.0	2.0
Couple distance	34.5	33.0	37.0	30.0	38.0
SPECIFICATIONS					
Engine type	V8	V8	OHC V8	OHC 6	DOHC V12
Displacement (cu. in./L)	350/5.7	400/6.6	275/8.4/5	196/3.3	326/5.3
Compression ratio	8.0:1	8.0:1	8.0:1	8.4:1	7.8:1
Carburetion	F.I.	2-bbl.	F.I.	F.I.	F.I.
Net hp @ rpm	170 @ 4200	159 @ 3400	180 @ 4800	177 @ 5500	244 @ 5250
Net torque @ rpm	270 @ 2000	315 @ 1800	220 @ 3000	196 @ 4000	269 @ 4500
Transmission	3-speed automatic	3-speed automatic	3-speed automatic	4-speed manual	3-speed automatic
Axle ratio	2-19-1	2-47-1	3.06:1	3.45:1	3.31:1
Tire make	General	Michelin	Michelin	Michelin	Dunlop
Tire type	Dual Steel II radial	X, steel-belted radial	XVS, steel-belted radial	XVS, steel-belted radial	Formula 70, steel-belted radial
Tire size	205-75R15	225x15	205-70HR14	195-70HR14	205-70R15
Steering	Recirculating ball, power	Recirculating ball, power	Ball and nut, power	Recirculating ball, power (variable)	Rack and pinion, power
Overall steering ratio	14.0:1	21.9:1	14.02:1	16.9:1	14.2:1 average
Turns, lock to lock	3.0	4.0	3.0	3.5	3.5
Turn diameter (ft.)	39.2	45.1	39.0	33.1	38.0
Front suspension	Independent, control arms, torsion bars, stabilizer bar	Independent, drag struts, coil springs, stabilizer bar	Independent, double arms, coil springs, stabilizer bar	Independent, coil springs on staggered struts, stabilizer bar	Independent, coil springs, anti-dive geometry
Rear suspension	Independent, coil springs on lower control arms, electronic leveling, stabilizer bar	Rigid axle with four links, coil springs, stabilizer bar	Independent, diagonal-pivot axle, coil springs, stabilizer bar	Independent, wish-bone control arms, coil springs, stabilizer bar	Independent, lower control arms, coil springs, drive shafts form upper links
Front stabilizer-bar diameter (in.)	1.1	0.75	0.98	0.95	n.a.
Rear stabilizer-bar diameter (in.)	0.87	0.75	0.71	0.63	n.a.
Trailer towing (max. lbs.)	—	5000	2645	—	2200
Trailer tongue weight (max. lbs.)	—	600	500	—	200
Brakes	Disc/disc	Disc/disc	Disc/disc	Disc/disc	Disc/disc
Brake swept area (sq. in.)	307.69	465.9	456.5	n.a.	456.0
Fuel tank (gal.)	19.6	25.0	25.3	16.5	25.4 (two tanks)
Trunk space (cu. ft.)	17.0	18.1	15.0	18.7	17.0
Liftover height (in.)	28.0	24.3	34.0	34.0	19.0
Curb weight (lbs.)	3897	4779	4010	3430	4134
F/R weight distribution (%)	61.5/38.5	56/44	55/45	51/49	55/45
Basic price	\$14,500	\$15,067	\$31,901	\$27,875	\$23,000
Price as tested	\$16,544	\$19,244	\$32,710	\$28,075	\$23,200
Major options on test car	Cabriolet top \$350, six-way seat \$280, tilt wheel \$130, cruise control \$137, wire wheel covers \$292, theft-deterrent system \$137, AM-FM stereo tape/CD \$480	Bill Glass package \$2775, power door locks \$120, cruise control \$140, rear defroster \$121, AM-FM quadraphonic stereo \$407	Electric sunroof \$646, rear headrests \$163	Dealer prep \$200	Dealer prep \$200
TEST RESULTS					
Acceleration (sec.)					
0-60 mph	11.5	14.3	12.9	10.3	10.0
25-70 mph	14.1	15.7	13.1	9.7	12.0
Brake test (cool) 60-0 mph					
Stopping distance (ft.)	135	162	141	147	127
Pedal pressure (lbs.)	120	80	160	80	120
Disc temperature (°F)	127	150	135	130	135

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. \$9,450
Call Rolland Toenges, 952 938-6200 or email: rptoenges@aol.com



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.... 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



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.

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 - 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.



1994 Lincoln Town Car Executive loaded with options. The car has two air bags, keyless entry, air suspension, moon roof, four wheel disk brakes, cassette tape player and 1 1/8" white wall tires. Second owner since 1999. Car gone over by Lincoln dealer. Rare gold color with matching interior. Must see to appreciate. Asking \$9,500. Call Richard at 651.351.2855.



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

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

- March **Sunday Brunch, Machine Shed, Lake Elmo, Sunday, March 12, 11:30 a.m.**
- April **Sunday Brunch** April 23, 2017 at Paradise Landing, Balsam Lake, WI at 11:30 AM, five menu choices to order from.
- May **9th Annual Memorial Day weekend car show, Morries Ford Lincoln, Minnetonka, MN, Saturday, May 27, 10:00 a.m. to 2 p.m.**
- June **Back to the Fifties, June 16-18, 2016, Minnesota State Fairgrounds, St Paul**
All Ford Show, June 3rd, Dunwoody Plaza, Minneapolis, MN
- July **Maple Grove Days Car Show, Saturday, July 15, 2016**
14th Annual Out State Lincoln Car Show, Saturday, July 22, 2017 at Tyler, MN
during Aebleskiver Days. Three day event. Details to follow.
Sunday, July 30th, the 10,000 Lake Concours d'Elegance,
Excelsior MN 10 a.m. to 4 p.m.
- August **Lincoln Motor Car Museum, Grand National Meet, Fourth Annual Lincoln Homecoming,**
Hickory Corners, MI, **August 7-13, 2017, All Lincoln owners, 100 year Anniversary Lincoln**
Incorporation, LOC will be hosting. More details in future newsletters or visit
www.lincolncarmuseum.org
- September **10th Annual Luther North Country Lincoln Car Show, Saturday, September 9th,**
2017, 10 a.m. to 2 p.m.
- October **Annual North Star Potluck and Auction at Morries in Long Lake, MN,**
Sunday, October, 15th, 2017.
- November **Year end Sunday Brunch at Dangerfield's in Shakopee.**
Sunday, November 12th, at 11:30 a.m.

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www.northstarlcoc.org Click on publications.

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

North Star Activities



March Sunday Brunch

Sunday, March 12

**Machine Shed, Highway 94, exit 250
North on Inwood Drive 11:30AM**

We will have our own area, so we can have some room to socialize with our friends and enjoy some of the great home cooking that the Machine Shed is known for. The prices are reasonable and the service is great. Come help celebrate the eminent departure of winter. It will be a good day to get out of the house and find out about the exciting plans that the North Star Lincoln club has for 2017. Please RSVP to Jay White no later than March 8, 2017, by calling 952-432-5939 or email jay@jwhiteandassoc.com.



Sunday Brunch, April 23, at Paradise Landing, Balsam Lake, WI. Mark your calendar now and save the date. The weather will be perfect for the drive to Balsam Lake. We have been there before and it's time to go back. We will have five menu choices and our own room. 11:30 a.m., Sunday, April 23. See you there. Set your GPS for 264 County Rd I, Balsam Lake, WI.

April Event - CCCA Garage Tour.
Saturday, April 29, 2017
Full details in next issue.

Morrie's Minnetonka Ford Lincoln, Spring 2017 All Lincoln Show
Saturday, May 27, 2017, 10:00AM to 2:00PM

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

All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. See you at Morrie's Minnetonka Ford Lincoln on May 27, 13400 Wayzata Boulevard. Just before Hwy 494. Invite anyone you know who owns a Lincoln to join us at this show.