

John McCarthy's Pride and Joy



1970 Lincoln Continental Coupe

I clearly remember when the 1970 Lincoln Continentals were introduced and I was amazed at the beautiful and clean front end looked. I still feel that way — 1970 was a major departure for the big Lincoln. This new sedan and coupe body would now be sitting on a full frame; no more unibody Lincoln; the first time since 1957. This also the year that the very distinctive center opening doors were replaced by the much more conventional rear door opening layout.

Forward 42 years and I found a very interesting Craig's List ad calling for a '70 Coupe with no rust at a very reasonable price. I called the number listed and was informed that while the car had no body rot, it would not start, drive or stop. This was in some tiny town in Northwest Iowa. Since I was actually going sort of that way dropping off a friend of mine in Northwestern Illinois, I made an appointment to go and view the car. However, before going anywhere, I asked that some pictures be taken of very specific parts of the coupe that would be telltale signs of the car's past and to see if it really was a rust free example.

Upon finding the place where the car was located, I was greeted by a young fellow, I'd say about 25, his younger brother and their father. I saw the Lincoln was alongside the house in a position with piles of mud and debris indicating that there was no way the car would get out of there under its own power. When I made mention of that the father exclaimed, "no problem. We'll just hook a chain on the frame and drag it out, right to your trailer."

I checked the car out and it was filthy — I mean really filthy. The top, the interior everything was covered in dirt. Not to mention that it was clear that rodents had made a

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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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*Editors Message**July 2018**Trivia from the Internet*

Andy Williams
Moon River Crooner
1927 - 2012

Howard Andrew Williams was born December 3, 1927, in Wall Lake, Iowa, a small town northwest of Des Moines. His father, Jay, a railroad company mail clerk; who later went into the real estate and insurance businesses and his mother, the former Florence Finley, had one daughter and five sons, Andy being the fourth.

He and his older brothers began singing in their local Presbyterian church's choir; which their father directed. When Andy was 6, the four formed the Williams Brothers singing group and were soon appearing on the ra-

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Gentle Readers... It is time for a little reflection as we continue on our journey. It has been 17 years since we published our very first issue of the Northstar News June 1, 2001. Twelve issues per year, a quick estimate is that I have run over 500 reams of paper through a bunch of different printers.

The first few years, it was strictly black and white, with a few small pictures scattered throughout the pages. As technology moved along, we moved to a mix of black and white, with a few pages printed on a color printer. Of course, doing it that way, it was necessary to run the pages separately and manually collate each copy. This method was both time and labor intensive. While this worked, it was not the most efficient way to produce some 180 copies of our newsletter.

Once again, technology came to my rescue. A friend of mine got into the business of selling refurbished, off-lease copiers. Most office machines of any size are leased from the manufacturer with the lease including all maintenance and supplies. Most of the leases are three years and at the end of the period, the machine is returned to the manufacturer and a new one is provided to the customer. The gently used machine is sold off to aggregators; who in-turn resell them in lots of 5-20 machines to businesses who then offer them to secondary markets.

My friend was able to find a machine with a low copy count, somewhere around 100,000 copies; which for these types of copiers is just barely broken in. The machine that I now have is a Ricoh Aficio; which does duplex (both sides) printing,

collating the pages as we go. It will offset each copy in the printed stack, so I don't have to guess where the last page is in the pile. It will also staple each copy if I need it to do so and it will also print in a booklet format if I use 11X17 tabloid type paper. It would be nice to print the newsletter like this, but there would be additional postage costs for doing this, and the larger size paper is more expensive. Also, the printing speed is a bit slower so it would take me a bit longer to print it.

These past 17 years have gone by quite quickly. It truly has been an interesting adventure and quite an educational experience for me too. Our lives have been much richer because of this, and I sincerely hope that I can continue this wonderful project for a few more years, if possible. If a

few of you could send me a story about your favorite Lincoln, old or new, it would be greatly appreciated and make for a much more enjoyable read by our North Star members.

There are a few of you out there that have not signed up for the LCOC Mid-America, this July 11-15, here in the Twin Cities. It will be a lot of fun. While the official registration date has come and gone for entering your very special Lincoln for the judged show July 14, there still may be a few open seats at some of the events for you tardy folks. We would love to have you on board if possible. Please give Bob Johnson at call at 651.257.1715 and let him see if he can help you out.

Until next month, David and the Very Sweet Olga, the Samoyed.



Sweet Olga was out shopping with her dad. She is shown surrounded by her purchases, boxes of "Nut Goodies" for the 2018 Mid-America Lincoln show gift bags. She is looking forward to greeting many of her friends at this big event.

Directors Message by Bob Johnson July 2018

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dio stations WHO in Des Moines, WLS in Chicago and WLW in Cincinnati.

After the family moved to Los Angeles, Andy was asked to dub Lauren Bacall's singing voice in the 1944 film "To Have and Have Not." According to several sources, including Ms. Bacall, the studio ended up using her voice after all, although perhaps a few high notes were the boy's.

That same year Bing Crosby invited the Williams Brothers to sing backup on his recording of the hit song "Swinging on a Star." After World War II ended, the brothers toured with the singer, actress, and author Kay Thompson for five years. Then the group disbanded, and the three older brothers left show business.

At 24, Mr. Williams moved to New York, where he was hired for a two-week engagement on NBC's new, live late-night show, "Tonight," hosted by Steve Allen. As Mr. Williams often told interviewers, when the two weeks ended, he simply kept showing up at the studio and kept being paid.

Both his recording

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June was the month of preparation for our 2018 Mid-America Meet July 11-15. As of June 22, our registration is almost done for our big event. We should have 75 Lincoln's and 160 people attending our grand meet.

Your North Star board of managers, David Gustafson, Roger Wothe, Matt Foley, Bob Roth, Jay White, Tom Brace, Bill Holaday and Larry Sasse have spent a lot of personal time to do this meet for you — please thank them when you see them at the meet.

NEW Facebook page [North Star Lincoln Continental Car Club](#)

Thanks to all the Lincoln folks and friends who helped us reach the landmark 100 likes on our new Facebook page. Jay White will keep you posted and up-to-date on Lincoln club activities and events. It's fun to have you all come along with Jay and hear your stories and see pictures of your Lincolns. We have great Lincoln's in the region to help people become more familiar with and certainly a great group of friends who share Lincoln's core value of "Understated Elegance." We welcome any year Lincoln and in whatever state it's in. There's a great group of guys who customize these cars and we welcome them as well. The Slab Sides are art on 4 wheels and I think you can say that about many Lincolns. Jay looks forward to hearing from you as we march into the future together. Many, many thanks for your focus and comments on our Facebook page.

Working with new General Manager, Lenny Checheris, at Morries West End Lincoln, we have added a Saturday, September 15, Lincoln car show at this brand-new dealership for your enjoyment

We are invited to attend the grand opening gala, 6 p.m. to 9 p.m., Wednesday, July 25, 2018, at Morries West End Lincoln located at 6475 Wayzata Boulevard, St. Louis Park, Minnesota. We will display two or three Classic Lincolns at this gala event and we hope to see many of our North Star members there.

Mary and I really appreciated the way the Norway Region printed our pride and joy article in the Norway News Magazine. The highlight was the two page picture of our 1989 Mark VII convertible in our yard in Shafer, Minnesota. David Gustafson's photographic skills made the picture just great.

We always need "Our Pride and Joy" articles about your Lincoln. Please take the 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...

Board Of Directors - 2018

| 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@comcast.net | 2020 |
| Treasurer | Matt Foley | C(612)280-4930 | mcfoley@earthlink.net | 2019 |
| Activities Director | Jay White | H(612)559-3219 | 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 |
| Director | Larry Sasse | H(952)440-5024 | fordpeople@msn.com | 2020 |

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 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. email: davidwgustafson@att.net

John McCarthy's 1970 Coupe continued...

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home for some time. I learned later that the second owner of the car was killed in a plane crash and for fourteen years afterwards the poor thing sat in a farm out building with the doors closed. The car was so dirty; it's pale green color was very difficult to determine. The interior was just disgusting.

Well, the poor, dirty car was ultimately dragged on to the trailer, I paid the boy and brought it home to begin bringing this car back to life. That process involved getting a new correct carburetor, starter, alternator, radiator, fuel sending unit, upper ball joints, draining the fuel tank, replacing all the fluids, hoses and brake lines and, of course, I cleaned and cleaned and then cleaned again. At first, I was not sure if the interior, especially the dash pad could be turned around. It was and I'm very proud of the end result.

The tires on the car were terribly dry rotted and I had new ones produced and exactly reproduced the "dual-stripe" tires that were only available in 1970. In tandem with the deluxe options wheelcovers, I think they really make the car.

It was a fantastic amount of work getting to where the car is at today. While not a show car by any stretch, it is a good solid car that presents it very well. I love original Lincolns and this car is fully original in paint, chrome, interior, and glass.



John's 1970 Lincoln "in the rough".

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

June 7, 2018

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Larry Saase, Bill Holaday and Roger Wothe. Other members present were Mary Johnson and Dave Sandels. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson reviewed 2018 Activities new events. There will be a September Car Show at the new Morries West End Lincoln. The Grand Opening Gala of Morries West End Lincoln will be Wednesday, July 25, 2018. We will display two or three Classic Lincolns at the Gala. Activities Director Jay White has created a new Region Facebook page. So far, the 2018 Mid-America Meet has 30 registrations with 55 persons and 28 Lincolns. There will be a meeting at the Marriott Minneapolis West Saturday, June 17, 2018. Committee conference calls will start next week. Directions to attend the conference calls will be emailed to participants. The caravan to McDowell's collection during the Mid America Meet has been canceled.

Treasurer Matt Foley's report was presented by Bob Johnson. The treasury balance at the end of May was \$2,647.75 with all bills paid. Meet income deposited is \$8,410.00.

Membership and Publications Director, Dave Gustafson, reported that there were two new members this past month. The total paid membership is 164. Please submit your "My Pride and Joy" articles to Dave.

Projects: Bob Johnson has had the shirts and caps finished for the Meet.

There being no further business, the meeting was adjourned at 8:05 p.m. The next meeting will be at Bloomington Lincoln at 6:30 p.m. Thursday, July 5, 2018. All members are encouraged to attend.

Respectfully submitted by Secretary Roger Wothe.

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career and his television fame grew from there, leading to contracts with Cadence and Columbia Records and appearances on summer-replacement series. He did so well on television that he was soon given his own year-round prime-time spot.

Mr. Williams began performing in Las Vegas in 1966, as a headliner at the opening of Caesars Palace and continued to do shows there for two decades. His one film role was in a comedy, "I'd Rather Be Rich"

(1964), with Sandra Dee and Robert Goulet and his one appearance on Broadway was in a two-man, limited-run production with the pianist and composer Michel Legrand at the Uris Theater in 1974.

"Moon River" was written by Henry Mancini and Johnny Mercer and Audrey Hepburn introduced it in the 1961 film "Breakfast at Tiffany's," but it was Mr. Williams who made the song indisputably his own when

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he sang it at the 1962 Academy Awards ceremony and titled a subsequent album after it. When he built a theater in Branson, he named it the Andy Williams Moon River Theater.

“Moon River” became the theme song for his musical-variety television series “The Andy Williams Show;” which, along with his family-oriented Christmas TV specials, made him a household name.

“The Andy Williams Show” ran on NBC from 1962 to 1971 and won three Emmy Awards for outstanding variety series. But its run also coincided with the social and cultural upheavals of the 1960s, and with a lineup of well-scrubbed acts like the Osmond Brothers (whom Mr. Williams introduced to national television) and established performers like Judy Garland and Bobby Darin, the show, at least to many members of a younger, more rebellious generation, was hopelessly square —

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More John’s 1970

Driving this beautiful automobile puts a smile on my face every time I get behind the wheel. Hearing the music thru the original 8-Track player, adjusting my power seat and lowering the power windows is one of the most rewarding parts of my life. Only about 3,000 of these cars came out of the Wixom plant; about 1/10th the sedan total and I feel very blessed to put one of these 3,000 in my garage.

Editors Note: We want to thank John McCarthy for sharing his story about his newest acquisition. There are “Diamonds in the Rough” just waiting for Lincoln lovers to stumble across them and bring them back to glory.



The 70 - 74 Continental

A little internet searching discovered an interesting article about the 1970 - 1974 Lincoln Continentals. It originally appeared in Hemmings Classic Cars in October of 2009 and was authored by David Travor Adolphus. Mentioned in the article is Steve Oulette of Baker’s Auto and Bob Blevins, long time LCOC



Bob Blevins Continental

member and owner of this fine car.

Browse through any Lincoln classifieds or look into any book on the cars, and you'd think the Mark III and IV were the only cars the marque turned out in the early 70's. From the sales figures, they almost were: Only 10,408 Continental coupes were produced in 1972, the year of our feature car, while over 45,000 Mark IIIs were sold--and that was a good year for the Continental. The Continental sedan sold more than three times that number.

If Marks did a little better still than Continentals for 1972, that's because the Mark IV was new, while the Continental was introduced in 1970, with few minor changes since. Neither car was cheap, but the Continental was priced at around \$7,000 in 1972, \$1,500 less than the Mark IV. The whole line was dramatically outsold by Cadillac as it had always been. "Every time a Continental Coupe sold, nine Coupe de Villes went out the door," said Bob Blevins of Yuma, Arizona, owner of our feature

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70's Continental continued...

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the sort of entertainment their parents would watch.

Despite that image, "The Andy Williams Show" was not oblivious to the cultural moment. Its guests also included rising rock acts like Elton John and the Mamas and the Papas, and its offbeat comedy skits, featuring characters like the relentless Cookie Bear and the Walking Suitcase, predated similar absurdism on David Letterman's and Conan O'Brien's talk shows by decades.

Mr. Williams's Christmas specials, on the other hand, were entirely anodyne and decidedly homey, featuring carols and crew neck sweaters, sleigh bells and fake snow, and a stage filled with family members, including his wife, the telegenic French chanteuse Claudine Longet, and their three children. The Osmonds were regular guests, as were his older brothers, Bob, Don, and Dick; who with Mr. Williams had formed the Williams Brothers, the singing act in which he got his start in show business.

Although Mr. Williams's fame came from television, movie themes

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car. "Even now, the Mark IV is a desirable collectible; while the coupe is not in demand."



We have a hard time understanding that. To our eyes, the ultra-long hood and rear decklid, low greenhouse and recessed seating position take the car beyond elegant and into sinister territory. Lincoln's generally subtle, complimentary color schemes mean the cars are usually found tastefully appointed, too. Both the Coupe de Ville and the Continental can be found as low-mileage originals at very reasonable prices, usually in the \$7,000 to \$12,000 range, but the Lincolns are rarer and are more of a plus-sized personal luxury car. What Continentals you do find for sale are almost always coupes, too--the sedan is nearly extinct.

The Mark III went out in 1971 and the Mark IV came in for 1972, but the Continental changed little. "For the most part, the 1970 through 1974 sedans and coupes are quite similar--the main visible differences were the grille and rear taillamps; which varied each year. The 'Town Car' (or 'Town Coupe') moniker was used not to denote a separate model as it was in the 80's, but instead to note an upgraded version with more options and higher quality leather interior," said Steve Oulette at Baker's Auto in Putnam, Connecticut; which has been a one-stop specialist for 60's and 70's Lincolns for decades.

"For someone interested in buying a 1970-'74 Lincoln, the decision will likely be based on personal preference with regards to aesthetics, colors, and options of what is on the market. Outside of these considerations, the condition of the car should carry the most weight. There generally aren't very many of this vintage Lincoln on the market at any given time, as these cars appear to have been a casualty of the oil crisis of the late 1970s, and it is likely that many of them were 'retired' early as overly large gas guzzlers.

"If the buyer is looking for a large, luxurious cruising vehicle, there aren't too many cars that can match the Lincoln with its sheer size and incredibly soft ride....They really made it very, very quiet and low-effort to drive."



There was one engine in the Lincoln lineup for the duration, the 460-cu.in. V-8. Mark IIIs and IVs received slightly higher horsepower ratings, but that may just have been to make buyers feel better. For 1970-'71, the Continental V-8 was rated at a big 360hp. The switch to net rating and smog controls included lowering the compression ratio from 10.1:1 to 8.5:1; which dropped its power rating to 212 hp in 1972. On the bright side, the engine now ran well on regular gas instead of premium. "Still, the 460 had loads of torque," said Bob, and there isn't as much difference from behind the wheel as you'd think.

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More 70's Continental

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were among his best-known recordings, including those from "Love Story," "Charade," "The Way We Were" and "Days of Wine and Roses." Decades after he had stopped recording regularly, his old hits continued to turn up on movie soundtracks: "The Most Wonderful Time of the Year" in "Bad Santa," for instance, and his version of "Can't Take My Eyes Off You" in "Bridget Jones's Diary."

Mr. Williams earned 18 gold and 3 platinum albums and was nominated for Grammy Awards five times, but he never had a gold single. (His version of "Moon River" was not released as a single, although versions by Mr. Mancini and Jerry Butler reached the Top 20.) His biggest hit single — and his only No. 1 — was "Butterfly," an uncharacteristically rock-like 1957 number for which he was instructed to imitate Elvis Presley. His more mellow hits included "Canadian Sunset," "The Hawaiian Wedding Song," "Lonely Street," "Can't Get Used to Losing You," "The Shadow of Your Smile" and "Are You Sincere?" He continued to record

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Heat and air conditioning controls, along with headlamp doors and other systems are operated by vacuum, so "any modification to the original vacuum setup, most commonly due to swaps with the wrong year 460 engine, usually causes problems with these systems as well," says Steve. He also recommends inspecting the carburetor and its fittings for leaking gas:

"Occasionally we find fuel leaks that will result in dangerous engine bay fires."

"A sore spot with this version of the engine was the front timing cover, made of aluminum," said Bob. Corrosion is a definite possibility, leading to hard-to-trace leaks. The nylon teeth of the timing chain cam gear can also break off and end up clogging or jamming your oiling system, so use any excuse to take the cover off—like replacing the water pump—and take the cover off at every tuneup, because it's a potential engine killer.



Steve adds, "There is supposed to be a steel plate that separates the water pump from the timing case cover, so there shouldn't be much likelihood that coolant would leak into (or from) the engine. I have found several engines with this plate missing. The coolant will still circulate and the engine will not overheat; however, now the coolant is in direct contact with the aluminum timing cover."

The sole transmission throughout

was the Ford C6 three-speed automatic, used in Lincolns since 1966 and widely among the Ford car and truck lineup through the 1990s. All parts are available everywhere and every transmission shop repairs them regularly. They're very reliable and upgradeable.

Steve warns that age alone (versus mileage) will take a toll on seals and gaskets. Harsh shifting, difficulties getting into reverse and general slow engagement after a cold start are common indications of impending failure. Some of this will ease when the transmission fluid warms up.

Two very similar rear differentials were used in Continentals: a 9-1/2" through 1972, and the standard Ford 9" from 1973. Both were 10-bolt units and, confusingly, came in the same housings. However, the 9-1/2", also used in Thunderbirds, should be stamped "WGA." We see no reason they can't be swapped at will.

They were available in a base 2.75 or 2.80:1 gear ratio (depending on year), or optional 3.00:1, with limited-slip available for both. The Ford 9" differential is the hot rodder's choice for a reason, as in normal driving they're practically unbreakable. "Outside of normal age-related leaks from gaskets and seals, these rarely cause any problems," said Steve; who has hundreds of perfectly good salvaged units on his shelves.

There isn't much to worry about with the suspension: It's a conventional independent front/solid axle rear design. There's an anti-roll bar up front and transverse stabilizer in the rear, which helps make the big car corner relatively flat. But, beware of sagging coil springs.

Brakes were 11.72" front discs and 11" rear drums, substantial but necessary due to the car's weight. Optional, rare and potentially troublesome is the

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into the 1970s.

Mr. Williams was close friends with Senator Robert F. Kennedy and his wife, Ethel and sang "The Battle Hymn of the Republic" at Kennedy's funeral in 1968, but he considered himself a Republican. By 2009, he had become an outspoken one. "Obama is following Marxist theory," he told *The Radio Times*, a British magazine. "He's taken over the banks and the car industry. He wants the country to fail."

For 21 years, until 1988, Mr. Williams was the host of a namesake golf tournament in San Diego. He also collected art — works by Picasso, Jackson Pollock, Willem de Kooning and Henry Moore — and in 1987 was named to *Arts & Antiques* magazine's list of 100 top American collectors.

On a 1991 visit to Branson, the small Ozark Mountains town that had become an entertainment vacation destination, Mr. Williams decided to build a theater there. When the 2,000-seat Andy Williams Moon River Theater opened the next year, it was Branson's first non-country-music attraction. He per-

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70's Continental, the story continues...

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Sure-Track anti-lock braking system; few mechanics know how to fix it properly. Some of the electrical components are difficult to find and expensive, so make sure to verify the system's operation.



Michelin radials were standard equipment, 225R-15 wide whites or no-cost optional JR70-15, on conventional 15" steel wheels with a few optional wheel covers available. It goes without saying that you shouldn't be driving on old tires, regardless of how they look.



The 1970-'71 models are largely unadorned; "In 1972 lots of trim was added, including stainless steel fender top strips, rocker moldings, a bigger grille (reminiscent of the 1963 and 1969 grilles) and the return of the stand-up hood ornament," said Bob.

"Many Lincoln owners simply cannot live without their beloved crosshairs hood ornament, and I often see the later-model ornaments affixed to earlier cars, though it is not authentic," added Steve.

These models ride on a full perimeter frame, as opposed to the unit-body of the previous generation. While in no sense rustproof, they seem to do better than other cars of the era, likely because of careful ownership. Not that there aren't trouble spots: As with all cars equipped with a vinyl roof, check around the trailing edge, looking for signs of rust bubbles forming underneath the vinyl and its moldings.

"This vehicle is certainly worth raising on a lift to get a good look at the underside," said Steve. "Check for rust in the floorpans, trunk and frame rails. Also, check the lower lips of the doors and trunk lid. If the trunk's weatherstrip or drain tubes are in poor condition, you should inspect the space between the outer trunk skin and its inner skeleton. Moisture here can cause rust that is difficult to completely eliminate." There are drain slots in the bottom of the doors; if plugged, water will collect in the door, rotting it from the inside out. And inspect the rear quarter panels and their mounts, too, because this is another area that rusts.

"Since the body panels are relatively large and flat, previous poorly performed bodywork should be apparent when sighting down the length of the car," Steve said. "With the advent of 5 MPH crash bumpers in 1974, Lincoln used steel and rubber isolators and reinforcements between the chrome bumpers and the frame of the car. These do have a tendency to rust and should be inspected carefully. As with many Ford products in the '70s with this design, it is not uncommon to see a tired example with its bumpers held on with bungee cords."

The spacious interior accommodates six large adults with ease. Two seating options were offered: a bench or Twin Comfort lounge seats. Both

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More on the 70's Continental

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formed there several months a year until November of 2011. He also had a home in La Quinta, California. Mr. Williams had a sudden burst of international fame in 1999 when British automobile commercials began using his 1960s hit "Music to Watch Girls By." The song was rereleased and climbed the British charts.

In 2006, he released his first new album in about 15 years, "I Don't Remember Ever Growing Up;" which included a cover of the Police's "Every Breath You Take." He toured Asia that year and Britain in 2007.

Mr. Williams married Ms. Longet in 1961, and they had two sons, Christian and Robert, and a daughter, Noelle. The couple divorced in 1975. The next year Ms. Longet was charged with fatally shooting Spider Sabich, a ski racing champion, in Aspen, Colorado. Mr. Williams stood by his ex-wife; who contended that the shooting was accidental and accompanied her to court during her trial. She was found guilty of criminally negligent homicide, a misdemeanor and sentenced

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were six-way power adjustable, with optional recline. Thanks to optionally available materials and encouragement from Lincoln-Mercury dealers to customize, many cars are one-of-a-kind. They can also be devilishly complex.

Starting in 1972, optional speed (cruise) control switched from a mechanical system to solid-state electronics with steering wheel-mounted controls. Before that, an electric switch built into the end of the turn signal lever was used. "These plastic levers are notoriously brittle and break often," Steve warned. "No new levers are currently in production; treat this carefully if your car has the option. If the car has a tilt wheel, you should be especially careful, as the wheel is tilted by pushing the lever away from your body, making it all the more likely that the lever will break, if you constantly adjust the angle of the steering wheel."

The steering wheel's rim-blow horn can be a problem, too. Bob says either the horn doesn't work, or it gets stuck on. Steve says it's from being stiff, or from a short in the electrical wafer contacts.



Climate control was a complicated affair. Like many systems, it was part vacuum control, and part electrical-tight seals and leak-free lines solve many problems. Automatic Temperature Control is a little more complex: "Simply put, you would set the temperature, and it would automatically decide the temperature of the air flow,

its output to the floor or dash and the blower speed," said Steve. "All the air that is brought into the car is first run through the A/C evaporator to remove moisture. Then the ATC system decides to either send it directly into the passenger compartment or to re-heat it by sending it through the heater core."



More vacuum lines and canisters are found in the doors, operating the power locks, part of a convenience group that included vacuum power decklid release and (on coupes) seat-back release. If the vacuum lines are sound, it works well. The switches are mounted in the armrests; those are on a plastic base; which at almost 40 years old is becoming brittle. They're hard to replace, so be gentle. Bob had to make his own sheet metal replacements, and as long as you're in there, he recommends installing reproduction switches: the riveted-on original switches are nearly impossible to service.

The power windows offer a number of other chances for failure. The first problem is general sluggishness: "You must get inside the doors to clean them and lubricate all the mechanisms thoroughly," said Bob. "The old grease gets hard and dirty and can cause binding; sometimes the plastic guides and track wheels are worn-out, too, and should be replaced for smooth operation. The window glass on these cars is huge, and they need all the power they can get."

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The finish line for the 70's Continental

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to 30 days in jail.

In 1991, Mr. Williams married Debbie Haas, a hotel executive. She survives him, as do his children, his brothers Don and Dick, and six grandchildren.

In 2000, Mr. Williams spoke about the passing years to Larry King on CNN. "I think everybody feels, 'Where did it go?' because it goes fast," he said. "But I have done a lot of things that I love."

During his 2007 tour in Britain, he attributed his longevity to the joy of performing. He told a reporter there, "Perhaps that two hours out onstage is the medicine that everybody should have."

Although he was a lifelong Republican, Williams became a close friend of Robert and Ethel Kennedy in the mid-60s. He was present when Kennedy was assassinated in Los Angeles during the 1968 campaign for the presidential nomination.

Williams sang The Battle Hymn of the Republic at the funeral and voted for George McGovern at the Democratic party convention, having been nominated as a delegate by Kennedy. More in keep-

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(Continued from page 10)

Starting in 1972, Lincoln offered "mini-vent" windows, where a smaller triangular section of the front door glass lowered before the main door glass lowering. "The complicated regulator mechanism does suffer from worn pivots and lack of lubrication," said Steve. "Also, the small triangular glass section often separates from its steel frame. These can be repaired, but do look for the smooth operation of this mechanism when inspecting the car."



For the 1970-'71 models, Continentals had a fresh air "Flow-through" ventilation system in the passenger compartment. "A fine system, but it is necessary to check the tubes that drain water through the trunk onto the ground," Steve advised. "If these tubes are cracked or missing, water dumps into the trunk, making a mess of the upholstery and leading to rust on the trunk floor and trunk lid."



Enough cars have been saved or dismantled that there is a reasonable supply of used parts needed for restora-

tion. Mechanical parts are generally available, with some NOS. However, there are many year-specific trim parts, and finding them is a hit-or-miss proposition. Sheet metal, of course, often comes from used cars, but it's out there. If you're thinking about restoration, bear in mind the sheer quantity of sheet metal needed --it's almost 19 feet long.



Owner's View This car has amazing power, a huge trunk and a smooth, quiet ride, perfect for long trips. However, it is large, at over 5,000 pounds and 19 feet long, and that's 19 feet without the giant bumpers, as were required starting in 1973...I laugh when I read a car review of a new car when they mention how wide the doors are. As for the interior, no crushed velour here. It reminds me of being in an executive office back in the 1970s.



I learned to drive in a brown 1971 Continental and always liked the dashboard, interior and semi-fastback look...The quality is great, and I like all the metal surrounding me.

-Bob Blevins

Memorial Weekend Car Show

(Continued from page 11)

ing with his political convictions was his outspoken criticism of Barack Obama, and he allowed the right wing radio commentator Rush Limbaugh to broadcast his recording of Born Free with added gunshot sounds. Sony Music (now the owner of CBS Records) forced Limbaugh to remove it.

Andy Williams, the affable, boyishly handsome crooner; who defined both easy listening and wholesome, easygoing charm for many American pop music fans in the 1960s, most notably with his signature song, "Moon River," died Tuesday night, September 25, 2012, at his home in Branson, Missouri. He was 84.

The cause was complications of cancer, his publicist, Paul Shefrin, said. Mr. Williams, who had continued to perform until last year, announced in November that he had bladder cancer. Williams was cremated. His ashes were sprinkled into the artificial waterway at his theater in Branson.

From the internet...

Our tenth annual Memorial weekend car show was held for the second year at Lincoln of Bloomington. Ryan Benning, General Manager, was a terrific host; who provided us with a great location, (shade and green grass) an excellent lunch and several door prizes including free oil changes at the dealership.

The warm weather was almost a record with highs of 95 degrees, but this was moderated a bit by a gentle breeze, tree shade and two pop-up tents.

Had we had a tough luck award, Jay White would have been the recipient as both his Lincolns were out of commission — one due to a brand-new Interstate battery that failed to hold a charge. We believe the extreme heat caused our attendance to be lower than anticipated. Extreme heat and older cars do not mix well. Even so, we had 20 cars and 40 members showed up to enjoy the day with us.

Our Long Distance award went to, Matt Harbert and Angi Endicott from Wautoma, WI (240 miles), driving a brand-new 2018 MKZ Black Label Vinyard model. Our People's



Matt Harbert & Angi Endicott Long Distance Award winners.

Choice Award - Best of Show was won by Karl Flick, Apple Valley with a 1939 Zephyr Sedan Custom featuring a 302 V8, a 2" chopped top with beautiful gray and black paint. Our Second place award went to new member Alex Kelly, Arden Hills with a 1974 Continental Coupe. This fine Lincoln was given to him by his Grandfather Glen Kelly. Our Third Place award went to Ray and Jeannie Nelson, Ham Lake with a 1948 Continental Sedan Custom.



Alex Kelley Second Place



Karl Flick, First Place

Lincoln's shown for the first time were, a 1947 Continental Sedan, driven by Lyle Stratton, Farmington, a 1967 Continental convertible driven by Greg Stein, Edina, a 2018 MKZ Driven by Matt Harbert, Wautoma, Wisconsin, and a 1939 Zephyr Sedan Custom driven by Karl Flick, Apple Valley.

We met new members and visited with persons who attended because of information posted on Face book and our websites. Social media is our future for fast communication, but the face to face fellowship enjoyed when we able to visit with and make new friends



Ray and Janine Nelson Third Place

at a club activity are what bring us back to have fun and see old friends. For more information and pictures go to our Face Book page [North Star Lincoln Continental Car Club](#) or [Lincoln of Bloomington](#)

Once again, we want to thank the Lincoln of Bloomington dealership, Ryan Benning, General Manager, and all of the staff that made this such a fantastic day with friends and our Lincolns. We look forward to returning in 2019 for the 11th Annual Memorial weekend Lincoln Car Show Saturday, May 27, 2019.

For Sale — All Good Lincolns

Please patronize the following businesses. Both of which have gone the extra mile to support the North Star Lincoln club.

Bloomington Lincoln, 1001 Clover Drive South, Minneapolis, Minnesota, just below Highway 494 west, between Nicollet and Highway 35 South. Phone 952.888.2271

Bloomington Lincoln will provide excellent service for your new Lincoln or late model Ford, Mercury or Lincoln at very reasonable prices. Please also check with them if you are interested in a new Lincoln or if you would like an excellent used car. Check them out and let them help you.

Jeff Eisenberg's Libson Twin City Auto, 1218 Central Avenue NE, Minneapolis, Minnesota. Phone 612.521.3537

Jeff has one of the best repair shops in the Twin City area; who will fix just about any problem that you have with your older Lincoln or any other type of collectable car. He has worked on a number of Mark II's and Slab-sided Lincolns with amazing results for their owners. Car problems — give him a call and see if he can be of help. I would be willing to say that he can.

For Sale



1995 Town Car Cartier Original owner, 23K original miles. Los Angeles car, always garaged and never smoked in.

Champagne Ivory with matching leather interior and ASC installed moon roof. Excellent in every way and a pleasure to own and drive.

\$12,500 OBO. Call David Freedman at 213.952.3173
dj@capitalist.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, it 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

Wanted.... Car club badges and patches. New and Used. Call Harvey Oberg, 651-739-9754

Wanted... NOS exhaust resonator for a 1974 Lincoln Town Car. Part Number D4VA5E272AA
Call Vaughn Ebbighausen at 218-736-4049 or email vemsp294@gmail.com

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, key-less 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.



Northstar Region grille badges are now available. To obtain yours, contact Bob Johnson at 651.257.1715.

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



Call now, operators standing by: Bob Johnson
651-257-1715 or email: arborbob41@aol.com

Preview of Coming Events

- July **LCOC Mid-America National Meet, July 11 – 15, 2018**, St Louis Park, Minnesota
10,000 Lakes Concours d'Elegance, Excelsior Commons, Excelsior, Minnesota.
Sunday, July 22, 2018, 9:00 a.m.- 4:00 a.m.
July 25, 2018, 6 p.m. to 9 p.m. Grand opening, new Lincoln dealership, Morries West
End Lincoln located at 6475 Wayzata Blvd, St. Louis Park, Minnesota
- August **Lincoln Motor Car Museum, August 6 - 12. LZOC—Fifth Annual Lincoln
Homecoming**, Hickory Corners, Michigan, and Elkhart, Indiana.
**Saturday, August 11, 10:00 AM – 2:00 PM North Star Region, 16th Annual Classic Lin-
coln Out State Car Show** at the Almelund 62nd Annual Threshing Show. More details
next month.
- September **Morries West End Lincoln Car Show (New Location), Saturday, September 15, 2018,
10 a.m. to 2 p.m.** At 6475 Wayzata Blvd, St Louis Park, MN.
We are invited to attend the Lincoln Zephyr Owners Club-Central Chapter Meet on Sept.
20-22, 2018, in Fitchburg, Wisconsin (suburb of Madison). Contact Bruce Nicholson for
meet information
- October **Annual North Star Potluck, Sunday, October, 7, 2018** (No auction this year)
at Morries in Long Lake, Minnesota.
LCOC Western National Meet, Albuquerque, NM, October 17 - 21.
- November **Year end Sunday Brunch** at Dangerfield's in Shakopee.
Sunday, November 10, 11:30 a.m.

Know some other event that may be of interest to members of the North Star Region? Let us know and perhaps we can work it into our event schedule for this year. Do you have a special burger place that we can cruise to some evening? Tell us about it — maybe we can do it. Good friends and nice Lincolns make for some fun times.

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

www.northstarlroc.org Click on publications.

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

North Star Activities

Lincolns are on the move and headed for Minneapolis, Minnesota



The North Star Region is excited to host the 2018 Mid-America National Meet in the Twin Cities area, July 11-15 in Minneapolis, Minnesota.

Our host hotel is the Marriott Minneapolis West located at 9960 Wayzata Boulevard, St. Louis Park, Minnesota. It is conveniently located only minutes from popular area attractions, including the Mall of America, Target Field, US Bank Stadium and many more attractions. The Marriott is an exceptional hotel with all of the amenities including Wi-Fi, indoor pool, a fitness center, Starbuck's, Kip's Irish Pub and much more! The room rate is \$129 per night or, if you prefer, there are a small number of King Suites for \$159. Breakfast for two is included in the room rate. To reserve your room, call 952.544.4400, ask for reservations and mention that you want the "North Star LCOC" special rate.



This year's theme is "**North Star Touring at its Best,**" and that says it all! We've arranged driving tours to three great car collections.

Thursday will begin with a driving tour to Morrie's car collection starting at 9 a.m. This is one of the top collections in the country, featuring well over 300 cars, as well as a vast collection of antique gas pumps, neon dealership signs and other memorabilia. This is one you won't want to miss! Lunch will be served at the Medina Ballroom.

Friday, we will be off on another driving tour first, at the Veit Automobile Museum featuring 150 rare and unusual gas pumps, a collection of 1933 Ford Model 40s, Tri-Five Chevrolets and more.

On Saturday the judged car show is free and open to all. Please tell your friends to come and see the magnificent Lincolns on display. Anyone who is interested in fine automobiles should plan on attending.

The opportunity to register your car for the 2018 Mid-America officially closed on June 22, 2018. However, if you are interested in attending any of the events, opportunities may still be available to do so. Please contact Matt Foley, Meet Registration Chairman, at 612-280-4930 or e-mail mcfoley@earthlink.net, or call Bob Johnson at 651-257-1715 to see what events may still be open for you to attend. Call immediately as everything is filling up fast.