

I just love those big Lincolns



John McCarthy's 1977 Town Coupe. One big, beautiful boat.

September 20, 1977, was a cool, dreary day in Orange Village, Ohio. Inside Kenny Lincoln Mercury dealership that morning, Lincoln salesman, Jeff Christian, was speaking about the new 1977 Lincoln that was on the showroom floor to Mr. Nicholas Buda of Willowick Ohio. Mr. Buda was taken back by the strikingly beautiful color. Jeff agreed and went further to say that Black Diamond was a one year color only and would not be available for the 1978 models; which were already beginning to arrive at the Lincoln store. He also informed the prospective client that this particular car was the only Lincoln in that specific hue that they had received from the factory in the model year and could order no others. Then and there, Mr. Buda bought the car.

I know all this happened because it was told to me by Nick Buda himself, the original owner of my pride and joy - my 1977 Black Diamond Town Coupe.

The very first time I put my eyes on the '77 Lincoln, it was a Black Diamond Coupe, and I never forgot about that car and had always kept one eye out for one.

This past January, I almost could not believe my eyes when after looking at Craig's List on a national level, I came across such a car in Florida. I anxiously called the number and spoke to a very pleasant young man who told me his uncle was the original owner. He lived near Akron, Ohio, but always spent his winters in Florida, so the car had never seen snow. It had only 59,000 original miles, was the 400 engine and a Dove Grey top and leather interior. I had him email me some pictures, and then I decided this was my chance and, sight unseen, -- I bought the car!

I asked why he was letting go of the car and was told his uncle had recently fractured his hip and could no longer drive. Although, he dearly loved the car, it was time. I was delighted when the young nephew gave me his uncle's phone number. We chatted for probably a half-hour, and

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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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Trivia from the Internet



*George Clooney
American Actor*

George Clooney was born May 6, 1961, in Lexington, Kentucky. His mother, Nina Bruce (née Warren), was a beauty queen and city councilwoman. His father, Nick Clooney, is a former anchorman and television host, including five years on the AMC network. Clooney is of Irish, German and English ancestry. His maternal great-great-grandmother, Mary Ann Sparrow, was the half-sister of Nancy Lincoln, mother of President Abraham Lincoln. Clooney has an older sister named Adelia (known as Ada). Cabaret singer and actress Rosemary Clooney was an aunt. Through Rosemary, his cousins include actors Miguel Ferrer, Rafael Ferrer and Gabriel Ferrer, who is married to singer Debby Boone.

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Editors Message

May 2019

Gentle Readers....It is almost the end of April, and we are finally starting to have a few nice days. As I am writing this, we are going into the last weekend of April, and the prognosis for nice weather this weekend is not good. The annual CCCA garage tour is one of those yearly events that I really look forward to. It has been canceled this year due to the possibility of both rain and some snow Saturday morning. I have been going on this particular tour for a long time, and I can remember a few times when we really had some tough weather to deal with. Yes, it is not as much fun in the rain as when the weather is sunny and dry. Perhaps, next year will be better. In looking at the calendar, the dawn of realization did strike me. In less than two months, the days will be getting shorter once again. Now that is a real spoiler.

In this issue, we have three articles contributed by our friends and members. John McCarthy, from the Lake Shore Region, penned a short story about his Town Coupe. These were great cars in their day and are excellent tour cars today. Most are very well equipped with all of the popular accessories that we enjoy in our daily drivers. About the only features that I would miss would be my Sirius XM, which can be added fairly easily and a navigation device, which you can get with your Smartphone or a plug in unit such as a Garmin. These fine cars are like having your living room on wheels. And the public did buy them in significant numbers. And the price is not out of sight for one of these very fine automobiles. Francis Kalvoda, from over in Willmar, Minnesota also contributed a good story on his first few cars. Frances is a retired educator and is blessed with an excellent writing style, and we all enjoy what he has written very much. Francis also does our Welcome

Wagon feature, but not having any new members in a while, he has not had to author any new columns. Take this as a hint, go out and rustle up some new members, do it today.



Sweet Olga with my nephew, Paul Burski and his father, Harvey Burski, my brother-in-law this past Easter Sunday. Both Paul and Harvey are members of LCOC and the North Star Region, a fact which is not lost on Olga. The three had just come home from a very long walk around the neighborhood where Paul lives in Lakeville. Sweet Olga really enjoyed her walk.

Membership in LCOC is \$48 per year, and we will give the first years membership in the North Star Region as a bonus for those new members that we can get to join. Go out there and cajole, whine or threaten, whatever it takes to sign them up. We really need those new members. Our third article was written by Jon Wessel, from Springfield, Missouri. Jon is a car guy, through and through. He bleeds motor oil and antifreeze. He has a car dealership in Springfield and has a nice collection of some really fine cars. He is especially fond of Continental Mark V's. He writes well, and we always enjoy hearing from him. So, we ask you to do your best, sit down at your paper tablet, your Smith Corona or your laptop and bang out a story that we can print in this newsletter for our

members to enjoy. Personal experiences make the best story; you can do it; just try your best. I can't do it all by myself; I really need your help, please do not let me down.

We have two very nice events coming up this month. The Lincoln show at Jeff Eisenberg's, held in conjunction with the North Minneapolis Art-A-Whirl, and our annual Memorial weekend car show at Bloomington Lincoln. All of the details are on the back page of this newsletter. Please turnout for these events and support your club. Both events will have food, and most of our membership enjoys a good lunch. You will not be disappointed. And it is a good chance to meet a few new people and see some of your old friends.

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

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Clooney was raised a strict Roman Catholic but said in 2006 that he did not know if he believed "in Heaven or even God." He has said, "Yes, we were Catholic, big-time, whole family, whole group." He began his education at the Blessed Sacrament School in Fort Mitchell, Kentucky. He attended St. Michael's School in Worthington, Ohio; then Western Row Elementary School (a public school) in Mason, Ohio, from 1968 to 1974; and St. Susanna School in Mason, where he served as an altar boy. The Clooneys moved back to Kentucky when George was midway through the seventh grade. In middle school, Clooney developed Bell's palsy, a medical condition that partially paralyzes the face. The malady went away within a year. In an interview with Larry King, he stated that "yes, it goes away. It takes about nine months to go away. It was the first year of high school, which was a bad time for having half your face paralyzed." He also described one positive outcome of the condition: "It's probably a great thing that it happened to me because it forced me to engage in a series of making fun of myself. And I think that's an important part of being famous. The practical jokes have to be aimed at you."

After his parents moved to Augusta, Kentucky, Clooney attended

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Directors Message by Bob Johnson

May 2019



This past April 17, we had a thunderstorm that was both loud and wet; it wiped out the last of the snow here in Shafer. Now is time to begin the yard work and get the Mark VII convertible out for a ride with the top down. Enough about the weather, spring might be here. Please look at our events planned for 2019, and if you have a place to go that you think would be of interest for our members to visit, please let us know.

On Saturday, May 19, we will have a Mini Lincoln car display, 10 a.m. to ? p.m. at Jeff Eisenberg's on 1218

Central Ave. NE, Minneapolis, Minnesota, while we enjoy ART A WHIRL, on Central Avenue, featuring **multiple locations** of exhibits and activities in Northeast Minneapolis for everyone to see. Jeff and Wendy will provide a light lunch so please RSVP to Bob Johnson by Tuesday, May 13, so Jeff has an idea of how many to expect. **Art A Whirl dates and hours:** Friday, May 18 – 5:00-10 p.m., Saturday, May 19 – Noon-8 p.m., and Sunday, May 20 – Noon-5 p.m.

Our 11th Annual Memorial Day weekend Lincoln car show, will be at Lincoln of Bloomington, Bloomington, Minnesota, Saturday, May 25, 10 a.m. to 2 p.m. This will be our third year at this dealership and they are making every effort to welcome our club members, so please turn out and show your appreciation for their efforts. Let us have a record number of Lincolns come to this great show.

Fellowship Plus Friends Equal Fun in the LCOC! WE NEED YOU TO RECRUIT ONE NEW MEMBER IN 2019! How simple can it be, again, it is up to you? Can you recruit just one member for LCOC in 2019? I have a lot of back issues of Comments magazines for handouts; please contact me if you want some to give to prospective Lincoln members.

How about seeing yourself and your favorite Lincoln as the center spread of the Lincoln and Continental Comments! It can happen if you work hard and tell every Continental, Model L, Mark V, Versailles, Zephyr, or Town Car owner that you meet about the LCOC, invite them along for some fun, and sign them up for the club. Make sure that our intrepid Membership Chair, John McCarthy, knows that you are the reason they joined. Put your name on referring member name on the membership application. Once the numbers are tallied, the lucky member will be contacted and asked for a hi-res (300 dpi) picture of his or her pride and joy to appear in the center spread of the Comments in the latter half of 2020. Watch "Membership Flashes" for more information!

LCOC National Activities/Meets for 2019: LCOC Western National Meet, July 10-13, 2019, Grand Junction, Colorado; LMCM Sixth Annual Lincoln Homecoming, August 7-12, Hickory Corners, Michigan; LCOC Eastern National meet, September 19-22, 2019, Dutchess County, New York

Facebook progress; we now have 230 likes, and this month we have a beautiful story about Joanie Videen; it is definitely worth your time to watch. Thank you, Joanie, for posting your story on You Tube.

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

Bob and Mary Johnson...

Board Of Directors - 2019

| 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@gmail.com | 2020 |
| Treasurer | Matt Foley | C(612)280-4930 | mcfoley@earthlink.net | 2021 |
| Activities Director | Jay White | H(612)559-3219 | jay@jwhiteandassoc.com | 2021 |
| Director | Bob Roth | H(763)475-1429 | | 2021 |
| Publications/ Membership | Dave Gustafson | H(952)435-1919 | davidwgustafson@att.net | 2021 |
| Director | Tom Brace | H(651)644-1716 | trbrace@comcast.net | 2021 |
| 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

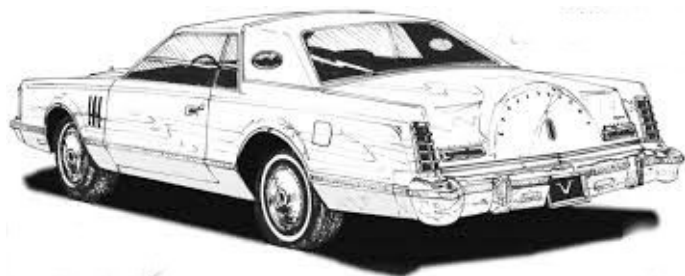
Town Coupe continued....

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he told me everything I would possibly want to know, including the complete story of it's purchase, which I noted above. He also supplied to me service records since the Lincoln's delivery.

I feel so blessed to own this extremely rare car. The Black Diamond color was an extra cost option (along with 3 other "Diamond Fire" colors including Jade, Silver, and Yellow Gold), and totaled less than 2 percent of total production, meaning there are probably less than a handful remaining. The car is in excellent overall condition, it's completely original, excepting for the hood which was repainted due to the engine heat and the Florida sun. The leather interior is like new. Options include power everything, including seats, windows, antenna, etc., but unfortunately no moon roof. Also, the 400 engine lives beneath the hood.

It runs out just beautifully, and driving is what I expect to do a lot of in the months ahead. Good things come to those who wait!



Inside or out.. This is one very nice Lincoln.



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Augusta High School. He has stated that he earned all As and a B in school, and played baseball and basketball. He tried out to play professional baseball with the Cincinnati Reds in 1977, but he did not pass the first round of player cuts and was not offered a contract. He attended Northern Kentucky University from 1979 to 1981, majoring in broadcast journalism, and very briefly attended the University of Cincinnati, but did not graduate from either. He earned money selling women's shoes, insurance door-to-door, stocking shelves, working in construction and cutting tobacco.

Clooney's first role was as an extra in the television miniseries *Centennial* in 1978, which was based on the novel of the same name by James A. Michener and was partly filmed in Clooney's hometown of Augusta, Kentucky. Clooney's first major role came in 1984 in the short-lived sitcom *E/R* (not to be confused with *ER*, the better-known hospital drama, on which Clooney also co-starred a decade later). He played a handyman on the series *The Facts of Life* and appeared as Bobby Hopkins, a detective, on an episode of

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Northstar Monthly Board Meeting Minutes

April 4, 2019

BOARD OF DIRECTORS' MEETING

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, Matt Foley, Larry Sasse, and Bill Holaday. Roger Wothe, who was still on Arizona time, arrived later. Director Jay White was absent. Other Region members present were Dave Sandels and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson informed the group that the next Sunday brunch had been changed to the Roasted Pear, 9690 Colorado Lane North, Brooklyn Park April 28, at 11:30 a.m. The UMR-CCCA garage tour is Saturday, April 27, starting at 8 a.m. at Headquarters Machine and Restoration, 5410 International Parkway, New Hope to leave at 9 a.m. We need to recruit one new member each for LCOC in 2019. My Pride and Joy articles are needed from both Roger and Larry. Bob reported the National LCOC activities for 2019 are: Western National Meet, July 10-13 at Grand Junction Colorado, the sixth annual Lincoln Homecoming August 7-12 at Hickory Corners, Michigan and the Eastern National Meeting September 19-22 at Dutchess County, New York. The North Star chapter needs more personal communication with members and potential new members by calling them to inform them of chapter events.

There followed a discussion by the group as to how we might obtain new members.

Treasurer Matt Foley announced that the treasury balance was \$5,108.32 with all bills paid.

Membership and Publication Director, Dave Gustafson, announced that there were currently about one hundred three members who have renewed their dues with more expected. He also requested more My Pride and Joy articles for the newsletter.

There being no further business, the meeting was adjourned at 8 p.m. The next meeting will be at 6:30 at Bloomington Lincoln, May 2, 2019.

Respectfully submitted by Secretary Roger Wothe.

**40th Annual ALL FORD Picnic
and No-Trophy Car Show**
Sunday, June 2, 2019 9 a.m. to 3 p.m. Rain or Shine
Dunwoody College of Technology, 818 Dunwoody Blvd, Minneapolis
Show Car Registration \$5, Swap Space Free, Spectators Free
Bring your favorite Ford, Mercury or Lincoln

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The Golden Girls. His first prominent role was a semi-regular supporting role in the sitcom *Roseanne*, playing Roseanne Barr's supervisor Booker Brooks, followed by the role of a construction worker on *Baby Talk*, a co-starring role on the CBS drama *Bodies of Evidence* as Detective Ryan Walker, and then a year-long turn as Det. James Falconer on *Sisters*. In 1988, Clooney played a role in the comedy-horror film *Return of the Killer Tomatoes*. In 1990, he starred in the short-lived ABC police drama *Sunset Beat*. During this period, Clooney was a student at the Beverly Hills Playhouse acting school for five years.

Clooney rose to fame when he played Dr. Doug Ross, alongside Anthony Edwards, Julianna Margulies, and Noah Wyle, on the hit NBC medical drama *ER* from 1994 to 1999. After leaving the series in 1999, he made a cameo appearance in the sixth season and returned for a guest spot in the show's final season. For his work on the series, Clooney received two Prime-time Emmy Award nominations for Outstanding Lead Actor in a Drama

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One very large car!

By Bruce Kunz, the "Fin Man"

The 1977 Lincoln Continental Town Car was the largest car on the domestic market.

Cadillac may have claimed the title "standard of the world," but Lincoln ad men had their own line that stated the Lincoln was "A standard by which luxury cars are judged." Apparently, the age-old, Chevy versus Ford rivalry went right on up to their top-of-the-line marques.



The Kunz Lincoln, a real land yacht.

I have only owned two Cadillac's in my life ... my wife's current 2002 DeVille, a wonderful car I bought from longtime family friend, Roger Adams, at Bommarito Cadillac, and a beautiful 1960 Coupe de Ville. Although my '60 Caddy looked long enough to occupy two ZIP codes, surprisingly, it was my 1977 Lincoln Continental Town Car that set the record as the longest car I've ever owned.



If you wanted a big luxury car in 1977, Lincoln was your brand of choice.

I'll never forget the day I drove it off the used car lot at Mallory Buick, where my aunt Annette Kompir was a billing clerk. As I pulled the behemoth out onto Page Avenue heading east, I felt like the captain of the Queen Mary. The Lincoln star atop the Rolls Royce style grill, newly introduced for the 1975 restyle, seemed to guide the way as I maneuvered the 5,400-pound land yacht over the sea of concrete stretched out in front of me.



Fairly clean styling, the biggest car for 1977, Lincoln was set apart from its competition.

My Lincoln was dressed out in brilliant white with a Cordovan vinyl roof and matching leather interior just like the one shown here. It had a horizontal red line speedometer, ala '50s Buicks. Had you seen my streamlined 1960 Cadillac, with its sweeping fins, parked next to my '77 Lincoln Continental, you would have bet your mother's sterling the Caddy was the longer of the two. But looks were deceiving. The 17-year-newer Lincoln stretched a full eight inches farther than the Cadillac, measuring in at 233 inches in overall length, making it the largest car on the domestic market.



Powering this incredible hulk was a 460 cubic inch (7.5 liters) V-8 with 4 barrel carb, in early production models. A 400 cubic inch mill with a 2-barrel carb was introduced later as standard, and the 460 engine was offered as an option. Gas mileage? I won't even go there. If you had to ask, you shouldn't be driving one.

My 1977 Lincoln Continental was about as fine a ride as one could ask for. I felt like a rich man driving this sumptuously-appointed car. The sales brochure sums it up best by saying, "Words can only suggest what Lincoln Continental is. To really own this car, you have to drive it." I could not have said it better myself.

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Series in 1995 and 1996. He also earned three Golden Globe Award nominations for Best Actor - Television Series Drama in 1995, 1996, and 1997 (losing to co-star Anthony Edwards).

Clooney began appearing in films while working on *ER*. His first major Hollywood role was in the horror comedy-crime thriller *From Dusk till Dawn*, directed by Robert Rodriguez and co-starring Harvey Keitel. He followed its success with the romantic comedy *One Fine Day* with Michelle Pfeiffer, and the action-thriller *The Peacemaker* with Nicole Kidman. Clooney was then cast as Batman in Joel Schumacher's *Batman & Robin*, which was a modest box office performer, but a critical failure (with Clooney himself calling the film "a waste of money"). In 1998, he co-starred in the crime-comedy *Out of Sight* opposite Jennifer Lopez, marking the first of his many collaborations with director Steven Soderbergh. He also starred in *Three Kings* during the last weeks of his contract with *ER*.

After leaving *ER*, Clooney starred in the commercially successful films *The Perfect Storm* (2000), a disaster drama; and *O Brother, Where Art Thou?* (2000), a Coen brothers adventure com-

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Driving a land yacht....

My 1978 Lincoln Continental Coupe, by Tyler Hoover, an internet writer who has a growing fleet of bizarre automobiles.



Tyler Hoover's land yacht...

Ahoy, Oversteer! I've always been a lover of land yachts. Part of the reason is my geographic location. I live in the Kansas flatlands, where all the roads are straight. There's no jagged coastline or mountain passes with scenic winding curves, where a tight-handling sports car would be the ideal choice. Just endless amounts of rolling prairie farmland. The only roadside entertainment where I live is when the cows look up at you as you drive past.

When I travel across the Midwest, my only concern is comfort. Namely, I want to feel like I'm in a rolling living room. No other car comes closer to this reality than my 1978 Lincoln Continental Town Coupe. Many people think a car this massive would be challenging to drive -- but really, it's easier to operate than a Prius.

At nearly 20 feet long, my '78 Lincoln is one of the longest coupes ever made. In order for it to fit in my standard-sized garage, I literally have to ram it into the wall. It's roughly the same length of two FIAT 500s or 1.7 Mazda Miatas. It's longer than my full-size, crew-cab GMC pickup. Consider that for a second.

My Lincoln is equipped with what was the largest engine put in a production car at the time, a 460-cubic-inch V8 (or in today's terms, 7.5 liters). You'd think an engine this large would be incredibly powerful -- but unfortunately, 1978 was at the height of what's known as the Malaise era. Government regulations on pollution meant American car companies were forced to choke down their engines with performance-inhibiting equipment to meet emissions standards. And since the Big Three either didn't know how or didn't care to build powerful

engines that were also efficient, the 460-cubic-inch V8 in my Lincoln puts out a laughable 210 horsepower.

With the car's massive weight, choked engine and 3-speed automatic, I'm lucky to see my fuel economy creep out of the single digits. This means even with my 25-gallon fuel tank; I have to stop for gas approximately every five minutes.

When I pilot my land yacht, people always stare. Watching a car the size of an aircraft carrier float by is not a common sight these days. One of the most frequent questions I get from people is whether a car this large is difficult to drive. Surprisingly, however, the answer is no. Lincoln built these cars to be driven easily by little old ladies -- and in fact, they're actually better to drive than modern cars in many ways.



Luxurious seating abounds in the Lincoln, truly a living room on wheels.

The first massive advantage over modern cars is the comfort level. The pillow-top seats do a fantastic impersonation of a memory-foam mattress, putting your dad's La-Z-Boy to shame. The column-mounted shifter and lack of a center console means you can set the cruise control, kick off your shoes, stretch your legs and dig your feet into the satisfying shag carpet.

As for the ride quality, here's my take: While the suspension in modern luxury cars is always struggling with the compromise between comfort and performance, there's absolutely no compromise with the '70s Continentals. Performance was never a consideration. The only engineers at Lincoln who heard of the Nuerburgring were the ones who dropped bombs on it during World War II.

Modern air-ride or magnetic-control suspension systems still can't touch the insulating ride quality of the '78 Lincoln. I could run

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edy.

In 2005, Clooney starred in *Syriana*, which was based loosely on former Central Intelligence Agency agent Robert Baer's memoirs of his service in the Middle East. Clooney suffered an accident on the set of *Syriana*, which caused a brain injury with complications from a punctured dura. The same year he directed, produced and starred in *Good Night, and Good Luck*, a film about 1950s television journalist Edward R. Murrow's famous war of words with Senator Joseph McCarthy. At the 2006 Academy Awards, Clooney was nominated for Best Director and Best Original Screenplay for *Good Night, and Good Luck*, as well as Best Supporting Actor for *Syriana*. He won the Oscar for his role in *Syriana*.

On January 22, 2008, Clooney was nominated for an Academy Award for Best Actor for *Michael Clayton* (2007). Later that year, he directed his third film, *Leatherheads*, in which he also starred.

He next co-starred with Ewan McGregor and Kevin Spacey in the war comedy film *The Men Who Stare at Goats*, which was directed by Heslov and released in November 2009. 2010 saw the release of *The American*, based on the novel *A*

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More Land Yacht

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over an elephant and not feel the slightest disturbance. That effortless sensation in the ride also translates to the steering.



The silky-smooth big block 460 awaits under the hood for the slightest touch of the throttle to send it in the direction of new adventures.

Of course, the steering is vague and mushy, but a newborn baby is strong enough to turn the wheel. The power steering is so over assisted that you can drive all day long using only your pinky. I bet the old man who sold vacuums on TV by lifting them with his pinky drove an old Lincoln.

Other than being extremely comfortable and easy to drive, old people also love these cars because of their simplicity. There's no iDrive system or Microsoft Sync to fumble with. No electronic nanny is telling you how to drive. It's equipped with the bare minimum of buttons and gauges that are absolutely needed to operate the car.



The dash layout is simple to use, but elegant in appearance. All controls are easy to reach.

And it's all intuitive, meaning everything is easy to understand and operate. Modern cars are getting so confusing, with hundreds of buttons and operating systems. Even the shifters in new cars are needlessly confusing.

The actor who played the chief engineer on the Starship Enterprise reportedly died because the weird, techy shifter in his Jeep didn't engage in park, rolled forward and pinned him to a wall. That's insane!

With the 1978 Lincoln, you'll never mistake what gear you're in. Nobody will ever confuse the climate-control fan speed for the radio volume and inadvertently blast the Carpenters for all the world to hear. This car was built when technology wasn't synonymous with luxury.

Instead, luxury in the 1970s meant fine Corinthian Nauga leather, opera windows, and landau tops. You laugh at this style today just like you laugh at ruffled tuxedo shirts and leisure suits, but at least it was a style. Many modern luxury cars are so bland that you can't tell the difference between them. With a few exceptions, you don't see many styling risks taking place -- and the automotive designers that do take risks are often ridiculed.



The 1977—1978 Continental Coupes and Sedans are great cars for beginning collectors. Dependable, good drivers and equipped with most features that make for easy driving. Best part, they are fairly affordable.

The acres of chrome styling makes driving land yachts easier as well. Despite the Lincoln's titanic length, the wheelbase is actually shorter because so much metal and chrome sticks out past the wheels. So with the shorter wheelbase and easy steering, parking this Brontosaurus isn't that bad. If you do get yourself into trouble, the bumpers actually do their jobs. They bump things without shattering into a thousand pieces.

So there's no reason to feel intimidated driving a land yacht. Matthew McConaughey was onto something with those crazy Lincoln commercials when he said -- among other crazy things -- "Sometimes, you gotta go back to move forward."

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Very Private Gentleman by Martin Booth and directed by Anton Corbijn. Clooney played the lead role and was a producer of the film.

As of 2011, Clooney is represented by Bryan Lourd, co-chairman of Creative Artists Agency (CAA). In 2011 Clooney starred in *The Descendants* as a husband whose wife has an accident that leaves her in a coma. He earned critical praise for his work and won the Broadcast Film Critics Association Award for Best Actor and the Golden Globe Award for Best Actor - Motion Picture Drama. Also, he was nominated for the Screen Actors Guild for Best Actor, the BAFTA Award for Best Actor, and the Academy Award for Best Actor. He is the only person in Academy Award history to be nominated for Oscars in six different categories: Best Picture, Best Actor, Best Supporting Actor, Best Director, Best Original Screenplay and Best Adapted Screenplay.

Clooney co-starred with Sandra Bullock in *Gravity* (2013), a space thriller directed by Alfonso Cuarón. He co-wrote, directed and starred in *The Monuments Men*, an adaptation of *The Monuments Men: Allied Heroes, Nazi Thieves, and the Greatest Treasure Hunt in History*

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Miss Mary Tod is for sale



The Boylan's 1941 Continental Coupe

Editor's note... The following is a reprint of a story that was featured in our November 2011 issue and was written by James Boylan. It is a delightful narrative about his experience purchasing his much loved 1941 Continental and bringing it from Dallas, Texas to its new home in Minnesota. For a relatively short period of time, the 41 was truly cherished by both Ruth and Jim. It went out for rides frequently during the nice weather and James face would light up like a 1,000 watt light bulb when telling others about it. Sadly, both Ruth and James passed away two years ago, a bit too early by most standards. Their two daughters, Kristina and Carin, have decided that "Miss Mary Tod" Lincoln should go to a new home, owned by someone that will give it the attention that it needs and that will hopefully enjoy it as much as their parents did.

They have a price in mind that they would be happy with, and that is \$18,500. The 1941 is in good mechanical condition, and the interior does look presentable. Who really knows what a good solid 1941 Continental is worth. In 1941, there were roughly 1,250 produced, which included about 450 Convertibles and 800 coupes. How many exist today? Ten percent? Five percent? Even fewer? Here is your opportunity to buy one, and fulfill that long time fantasy. The 1941 Continentals are bona fide classics and are eligible for membership in the Classic Car Club of America and participate in their events.

Is the asking price of \$18,500 cast in stone? I really can't be the final arbiter of that.

Ultimately, it will be a price arrived at

through negotiation that both parties can walk away from feeling good about what happened. Those interested in buying should contact Carin Moore at 612-481-6946 or email: CarinMoore04@msn.com and make a sincere offer to acquire Miss Mary Tod Lincoln. If a non-LCOC member buys this car, the North Star LCOC will gift the new owner with a one years membership to both LCOC and the North Star Region. Now here is the story about Miss Mary Tod and her journey to her new home in Minnesota. As told by James Boylan.

We began about a year ago when the love of my life, Ruth, and I started to look for a second collector car. The 1986 Fiero, with a transplanted 3800 Supercharged Buick engine and transaxle, had been our 'Primary collector' for the last two years. We enjoyed the car showed locally and met some fine people and made several new friends, but the Fiero was a little tight, and we longed to have a pre-WW II touring car of some sort. The plan was to take the proceeds of two other cars that I had acquired, and use that to purchase something in the 20s to 40s range, perhaps a fixer upper. The beginning of July found us with an unexpected monetary surprise that allowed me to begin searching in earnest.

I first spotted her on eBay, a 1941 Lincoln Continental Coupe. The auction was closing later that day, and the high bid had not reached the reserve. I bid the maximum that Ruth and I had set for us, knowing that this car was probably out of our league. I was then the high bidder, but the reserve remained unmet, no telling how high it was. I looked to see the outcome when the auction ended, only to find that I was the high bidder and no one won the car. Disappointment reigned supreme! Pictures of her looked so good. Throughout the next day, I would think of the car and wonder what the owner was asking. I revisited the old webpage and noticed that the car was being offered by a broker, Texas Classic Cars of Dallas. It was Sunday, and I decided to give them a call first

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by Robert M. Edsel. Clooney also produced *August: Osage County* (2013), an adaptation of the play of the same name. The film stars Meryl Streep and Julia Roberts.

Clooney reunited with Julia Roberts for the Jodie Foster-directed thriller *Money Monster* (2016), playing the host of a television show that investigates conspiracies on commerce and Wall Street, who is taken hostage by a bankrupt viewer given a bad tip.

According to *Forbes* annual ranking, he was the world's highest-paid actor for 2017-2018, scoring a career-high pretax paycheck of \$239 million between June 1, 2017, and June 1, 2018.

He went on in October 2017 with the release of his directorial project, the 1950s-set crime comedy *Suburbicon*. It stars Matt Damon, Julianne Moore, and Oscar Isaac, from a script penned by the Coen brothers in the 1980s that they had originally intended to direct themselves.

He received the 2018 AFI Life Achievement Award on June 7, 2018.

In 2018, following the Stoneman Douglas High School shooting, the Clooneys pledged \$500,000 to the March for Our Lives and said they would be in attendance.

On March 28, 2019,

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Lincoln for sale...

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thing in the morning, after all, I was their high bidder and deserved to know if I was in the ballpark.



Mary Tod on display at the Montgomery, Minnesota Car show in July, 2011

Maris Garrett, one of the co-owners, told me my high bid was well below the reserve, but when I told her what my maximum bid was, she offered to call the owner with my offer. Four long hours later she called back to say the owner wanted another \$1500. I talked it over with Ruth, and she agreed that we should not pass up this opportunity. Tuesday found me wiring the \$1500 as a down payment, arranging a wire transfer for the remainder and booking a one way ticket to Dallas for the next day. Wednesday found me on a South West flight with a carry-on bag and \$300 in spending money for the trip.

As the plane left the ground, I began to go over in my mind the things I must do before attempting a long cross-country with a 70 year old automobile. Being a private pilot most of my life I was used to flying older aircraft. A good ground check is always mandatory, so I got out a piece of paper and started to compile a checklist. I started by listing the major systems, Fuel, Electrical, Transmission and Rear End, Engine, Body and Suspension and Instruments. Then I created sub-headings for each of them, Fuel, for example, Fuel Tank, Lines, Pump, etc. I was going through my list for the third time when the wheels touched down at Love Field in Dallas.

I called Maris, and she arranged to

pick me up at the airport. Texas Classic Cars was only four blocks away, and I was in the shop watching the Lincoln Coupe being hoisted up at 10 a.m. I started at the rear of the car and worked my way forward. I was impressed by the fact that the underside of the car was as clean as the top side. The first problem I noticed was a pinched spot in the rear hardline for the left rear wheel. The mechanic that was assisting me thought it might be from a chain used over the axle to hold it on a trailer. I remembered an old trick we used to cure a leaking wheel cylinder by pinching the brake line to stop the leak, also resulting in three wheel brakes!

We pulled the wheel and brake drum to expose the brake shoes and slave cylinder. I watched the shoes as the mechanic pushed the brake pedal and they moved normally. This also gave me a look at the amount of wear on the shoes that appeared to be about half worn. I continued to work my way forward on the underside, looking for leaks or any other signs of trouble. I inspected the tire tread on each tire making a mark on the tire and rotating it until the mark was back at the start. I checked the fluid level in the rear end and transmission and stuck my finger in to capture some of the grease on my finger to feel for grittiness and look at it under a light for sparkles of metal, none found. The only tool I had brought from home was a small magnet. I used this on any surface that I suspected rust had been replaced with Bondo, none found, the magnet stuck everywhere I put it! The top side proved to be even better. The interior was in great shape and only a few small stains on the head liner. All the lights and gauges functioned normally, and I was pleased to find working turn signals (non-self-canceling). We ran the engine, and I used a three foot piece of gas line like a stethoscope to listen for vacuum leaks and engine noises everything checked out. The only failure was the trunk, NO TIRE TOOLS!

I returned to the office to finish the wire transfer while Maris sent one of her boys to the local Pep Boys. He returned

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Clooney wrote an open letter calling for the boycott of the Sultan of Brunei's hotels over a new law that comes into force April 3, 2019, that will punish homosexual sex and adultery with death by stoning.

Clooney married actress Talia Balsam in 1989; they divorced in 1993.

Clooney became engaged to British-Lebanese human rights lawyer Amal Alamuddin April 28, 2014. Alamuddin and Clooney were officially married September 27, 2014, at Ca' Farsetti. They were married by Clooney's friend Walter Veltroni, the former mayor of Rome. In 2015, Clooney and Alamuddin adopted a rescue dog, a basset hound named Mil-lie, from the San Gabriel Valley Humane Society. On February 9, 2017, it was reported by the CBS talk show, *The Talk* that Amal was pregnant, and that they were expecting twins. On June 6, 2017, Amal gave birth to a daughter, Ella and a son, Alexander.

Clooney's main home is in Los Angeles. He purchased the 7,354-square-foot house in 1995 through his George Guilfoyle Trust. He and his wife also have homes in Italy, Mexico, and England.

Growing up around Cincinnati, Clooney is a fan of the Cincinnati Ben-

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1941 Continental for sale

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with a star wrench and a screw scissors jack. We then took the hood holding rod and ground a flat on each side of one end to make a tool to remove hubcaps. I had them add a little extra air to the tires- this would result in the old bias ply tires running cooler on the road. By the time the wire transfer came through it was four in the afternoon and I wanted to get going. I waved goodbye to Maris and her crew and headed for the gas station. I filled her up, set the trip odometer and hit the road.

I pulled onto I-35 headed north. I stayed in the right hand lane in case of a problem I would exit as soon as I could. I wound her up to 50 and let her shift into overdrive. How smooth, I could hardly hear the V12 running. I had opened the windows and the cowl vent at the station, and as I went past a bank the sign said 104! It was HOT and rush hour traffic was no different in Dallas than anywhere else, stop and start. I began to be concerned about engine temperature. The gauge had the word 'TEMP' printed on the back plate, and the needle had been running between the E and the M, but now was between the M and the P. There had been ¼ tank of gas indicated when I filled so I elected to start to look for gas when it got down to ¼ tank again. This turned out to be about 250 miles and about the same capacity as my bladder.

I continued North, as the traffic thinned and speeds increased I found that 65 was giving me the least vibration in the rear view mirror and the temp gauge settled on M. The first pit stop, still in Texas, I added about a ½ gal of coolant to the radiator and filled the tank. It was 105 out when I started her up and headed for the on ramp. About half way up in second gear, I experienced something I hadn't in 50 years, VA-POR-LOCK! One of the previous owners had installed an electric fuel pump at the tank and a few seconds of holding down the toggle brought her back to consciousness. I would be thankful for that after-market accessory several times on the trip as the temp outside never got below 100 until I was half way through Iowa, it dropped to 98.

I spent the first night in Blackwell,

Oklahoma. A wonderful example of the small arm-pit towns dotting the Oklahoma countryside, in a \$55/night motel run by a gentleman that knew little or no English, but in spite of his directions I found the ice machine. I consumed my gourmet dinner of a Big Mac and fries, prepared by the local chef across the street, Cordon Bleu graduate I'm sure.



Jim and Ruth at the Montgomery, Minnesota Car show in 2011. The 1941 received Best of Show.

I was back on the road at 7 a.m. and crossed into Kansas. As I drove on I could not imagine why anyone would want "to be in Kansas anymore," nothing there folks just a lot of grass and the occasional clump of 3 trees and a dry creek bed. I drove out the first tank of gas and stopped for breakfast. The rest of the trip was uneventful. I did push her once to 330 miles due to a lack of gas stations. There are more toll booths in Kansas than gas stations. I stopped just to top off fluids and draining some. There was the blow-out 40 miles south of Mason City, later found due to a folded inner tube, Thank You Pep Boys. The spare still had the label on it and remained on the car for the remainder of the trip. I will be replacing the screw jack for one of hydraulic capabilities.

I arrived in my driveway at 10:10 Thursday evening - 1,035 miles at 65 mph, 17 mpg, 1Qt oil, 2 Gal coolant. An adventure of the highest caliber and I know now if I take good care of Mary Todd she will be reliable.

In her first month, she has become one of the Family. She took a "Best of Show" at the Montgomery car show from the North Star chapter of the LCOC, but best of all,

(Continued from page 11)

gals and Cincinnati Reds. He tried out to be a Red in 1977.

Clooney has appeared in commercials outside the U.S. for Fiat, Nespresso, Martini vermouth and Omega. Clooney was named one of *Time* magazine's 100 Most Influential People in the World in 2007, 2008, and 2009. He is sometimes described as one of the most handsome men in the world. In 2005, *TV Guide* ranked Clooney No. 1 on its "50 Sexiest Stars of All Time" list. The cover story in a February 2008 issue of *Time* magazine was headlined with: "George Clooney: The last movie star."

Throughout his career, Clooney has won two Academy Awards, one for Best Supporting Actor for his role in *Syriana* and one for Best Picture as one of the producers for *Argo*, as well as a BAFTA and a Golden Globe. For his role in *The Descendants*, he won a Golden Globe Award and was nominated for an Academy Award, BAFTA Award, Satellite Award, and two Screen Actors Guild Awards: Best Lead Actor and Best Cast. On January 11, 2015, Clooney was awarded the Golden Globe Cecil B. DeMille Lifetime Achievement Award.

From the internet...

My early cars by Francis Kalvoda

Those who have known me for decades as a Ford – Mercury – Lincoln enthusiast may be surprised that my first car was a Chevrolet. I turned 18 during my second quarter of college at St. Cloud State in February 1965 and a car was becoming a necessity. My parents' car history included Pontiacs, Fords, Chevrolet, Hupmobile, Buicks and Mercurys. I had not really inherited brand loyalty. As fate would have it, my sister and brother-in-law, we considering buying a 1963 Chevrolet Impala station wagon for their growing family and they were going to sell their Sierra Gold and India Ivory 1956 Chevrolet Bel Air sedan. I had admired their low mile car that had originally been owned by an older lady who walked to church. I purchased the \$500 car shortly after my birthday in February 1965. I had been working after school and summers at Lloyd's Red Owl in Hutchinson since September 1963 and had been saving for this occasion.



Francis Kalvoda's first car, a 1956 Chevrolet Bel Air with the 265 cubic inch engine with the optional power pack. One can just picture a very young Francis, behind the wheel, tearing down the road.

I became an early Uber, getting \$1.00 from those needing a ride from St. Cloud to Hutchinson on Fridays, or back to St. Cloud on Sundays. The Chevy's 265 V8 had 'Power-Pac'; a higher compression engine with four-barrel carburetor and dual exhaust. This base Corvette engine appreciated premium fuel. I kept the nine-year-old car clean, inside and out. Even though this was the top of the line Chevrolet, the lady ordered it with no radio. I ordered a universal fit AM radio from Sears. In my mind, KDWB never sounded better. From February 1965 to late October 1967, I put over 30,000 miles on my first car. Other than oil changes, a battery, a set of recapped tires (remember those?), several containers of car wax and ample elbow grease, the car was relatively trouble free and always clean.



The 1963 Mercury Monterey, with the Breeze way rear window. A feature shared with its big brother Lincoln.

In October 1967, my parents were going to trade their Ocean Turquoise 1963 Mercury Monterey Custom for a Madras Blue 1968 Mercury Park Lane Brougham (without consulting me.) I loved their '63 Mercury and suggested they trade in the 1963 Chevrolet ½ ton pickup since they were trying to downsize a bit. To their amazement, the dealer gave them a higher trade-in on the pickup than the Monterey. They had originally paid a \$1000 less for the pickup than the Monterey in 1963, and now they were getting more for the pickup. Win for them and win for me and my cool 'new' Mercury with the

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More my early cars.....

power roll down rear window; just like the 1958-1960 Lincoln Continentals and similar to the 1957 Mercury Turnpike Cruisers. I sold the '56 Chevy for \$800 and got a family discount price on the 1963 Monterey. I liked the '63 while my parents owned it and liked it even more now. The flow through ventilation was a great feature especially in hot weather, and the power of the 390 V8 was very good. I kept the Monterey in like new condition.



Another view of the 63 and the 68 Park Lane Brougham in the background. Two very fine Mercurys. During these years, Mercury was at the top of their game.

After teaching for two years, I saved enough to buy my first NEW car. This took much searching and re-searching. I considered cars that cost as much as \$4000- with air conditioning. But how many times a year do you **really** need air conditioning (this was way before we heard about global warming).



Francis Kalvoda's first new car, a 1971 Plymouth Duster Twister.

In August 1971, at Chrysler City in Golden Valley, Minnesota (Largest car dealership in the U.S.) I paid \$2800 for a sporty bright blue Plymouth Duster Twister. It had a 318 V8, automatic transmission, power steering, rally wheels, white walls, sport stripes, hood scoops; it was BEAUTIFUL! My Dad was 41 when he

bought his first new car (1941 Chevrolet) after having two used cars (1929 Pontiac and 1936 Ford). Here I am only 24 with my first new car after having two used cars. The '71 Duster received the same respectful care my previous cars had and looked new when my nephew bought it in 1973. The only thing I added to the Duster was an under-dash FM radio receiver (remember those?) AM was good, but FM was so clear and static free. I think \$19 spent at Crown Auto made that possible.

First cars are such a BIG part of a person's life, especially if you are becoming a true car enthusiast. Over the decades I have owned nearly 200 vehicles. The 20 I have now are mostly Mercurys and Lincolns. I still have the 1968 Mercury Park Lane Brougham that my parents bought in October 1967. It still looks great, due to respectful care. Most of us enjoy the car hobby because of the mutual admiration our vehicles receive. We know the care and effort it takes to make those vehicles look fine. Most of us wish we still had our first car. Is it the car or the memories of the good times and the first sense of responsibility it gave us?

This year a new car—the Mercury 8—joins the Ford-Lincoln family . . . fulfilling the desire of many motorists for a quality car priced between the Ford V-8 and the Lincoln-Zephyr V-12 and combining many virtues of each. The Mercury brings to a new price field the Ford tradition of progressive engineering, mechanical excellence and outstanding value.

THE NEW

M E R C U R Y V-8 TYPE
A PRODUCT OF THE FORD MOTOR COMPANY



The Mercury 8 is a big, wide car, with exceptional room for passengers and luggage. Clean, flowing body lines are Lincoln-Zephyr inspired. A new 95-horsepower V-type 8-cylinder engine assures brilliant, economical performance. Mercury brakes are hydraulic; body and chassis all-steel. Interiors are luxurious. New weight distribution, soundproofing and seat construction make the Mercury extremely comfortable and quiet. Your Mercury dealer invites you to see and drive this new quality car.



FEATURES OF THE NEW MERCURY 8
116-inch wheelbase; more than 16 feet over-all length
• exceptional width and room for passengers • new 95-hp. V-type 8-cylinder engine • new hydraulic brakes • modern flowing lines • luxurious appointments

and upholstery • new soft seat construction • thorough scientific soundproofing • balanced weight distribution and center-poise design • large luggage compartments.

FORD-BUILT MEANS TOP VALUE

FORD MOTOR COMPANY, MAKERS OF FORD, MERCURY, LINCOLN-ZEPHYR AND LINCOLN MOTOR CARS

An Unlikely Love Affair

By Jon Wessel

Not to brag, but as I look back on my life from this vantage point, I feel like I have easily earned the rank of Consummate Car Guy. I have spent my life in the car business. I have owned 59 cars in my lifetime so far. I have restored, shown, modified and raced cars. I married a car gal, who on our first date mentioned the fact that she has owned a Mustang, a Corvette, a Pantera, a Mercedes and a DeLorean, among others. When we go on vacation, a car show or car museum is usually involved. I just bought a tire balancing machine so I can do my own tire balancing. I know I have an addiction, and there is no cure.

As related in a previous issue of this August publication, the first car with my name on the title was 1968 442 with a 4-speed and an Olds 455 out of a jet boat. Since that time, most of my cars have been performance cars of some stripe. I also enjoy a car that handles well, and in my youth, I was quite derogative of my father's affinity for Cadillacs, which I called "mush wagons" due to their poor handling. Along the line, I developed an appreciation for police cars since they usually have a good balance of power, handling, and braking. I have a weak spot for Crown Vic police interceptors. The king of my current stable is a 707 horsepower supercharged Dodge Challenger.



Jon Wessel's first Mark V

It is against this backdrop of performance machines that I have fallen in love with a most unlikely car, the 1979 Lincoln Mark V. In reality, it represents everything I don't like in cars. It's too big, too slow and handles too poorly. But of all the beautiful cars that Lincoln has built over the years, the Mark V is one of my personal favorites. I think it has great lines, especially for a mush wagon.

My first experience with a 1979 Mark V was several years ago when I was scanning Hemmings Motor News

online. I ran across a stunning triple turquoise example that I ended up buying. The combination of great lines, unusual color scheme, and low miles had me hooked from hello. I had never owned a car like this before, so it was quite a departure from the norm for me. That car and its issues with fuel seemed to be never-ending. As striking as it was in looks, I reached the point of aggravation at one time that I decided to sell it. Fortunately, the fuel problems have been resolved, and it drives wonderfully. In fact, as we were driving it on our way home from the recent Midwest National Meet in Minneapolis, floating down the highway in quiet comfort, I told Debbie, "You know, this car represents everything I don't like in cars. It's too big, too slow and handles like a bus. But I love it. I want to get another one."



Jon Wessel's "other one" is a 1979 Mark V Bill Blass edition. Dark blue and white, it is a real head turner and a good highway cruiser to boot. These were a good seller for Lincoln.

The "other one" turned out to be a 1979 Mark V Bill Blass edition in dark blue and white, a color combination I've always admired. It came about with the help of fellow LCOC member John McCarthy in an unusual twist of fate, but that's a story for another time. My two '79s are like brothers, the same yet different. The Blass car has been free of fuel issues and runs very well. It seems a little bit tighter, and in some ways, I enjoy driving it more than the turquoise car, which in reality is a nicer (and faster) car.

I missed out on a very rare and unusual 1979 Mark V on eBay recently, and I have kicked myself ever since. I really don't have room for another one, but I would have found room for that one.

As I said, it's an addiction with no cure, and I'm quite happy to be inflicted.

Editors note: Our thanks to Jon for sending in this nice article for all of us to enjoy. For many of us, collecting is a real passion.

Preview of Coming Events

- May 11th Annual **Memorial Weekend Lincoln Car show**, Bloomington Lincoln
Saturday, May 25, 2019, 10 AM to 2 PM
Lincoln car display, Saturday, May 18, 11:30 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. More next month.
- June **Saturday, June 29th, 10 AM – 2 PM** North Star Region, 17th Annual **Classic Lincoln Out State Car Show** at the John McDowall's car collection. More details in the June newsletter.
MSRA 46th annual "Back to the 50's" June 21 – 23, 2019. Minnesota State Fairgrounds, (St. Paul)
- July **LCOC Western National meet, July 10-13, 2019,** Grand Junction, Colorado
Maple Grove Days Car Show, Saturday, July 13 Breakfast 8 a.m., Car show 10 a.m. to 3 p.m.



For Sale

1990 Mark VII Bill Blass

Good condition, runs and drives great. 47K miles \$5,000 — Call Clarence Stender, 952.467.2883 or Cell 612.247.4828



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top

mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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

www.northstarlcoc.org Click on publications.

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

North Star Activities

Come join us for a Lincoln car display, Saturday, May 18, 10 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis.

Held in conjunction with the Central Avenue ART-A-WHIRL, there will be many exhibits and activities for all to see and enjoy. Jeff and Wendy will be serving up a light lunch, so please RSVP to Bob Johnson by Tuesday, May 12 (651.257.1715 email: arborbob41@aol.com) so Jeff has an idea of how many will be there for lunch.



It is time for our All Lincoln Car Show Saturday, May 25, 2018, 10 am - 2 pm

**At Bloomington Lincoln
1001 Clover Drive, Bloomington, Minnesota**

Just South of Hwy 494 and Just East of Hwy 35 South.

Join us for our North Star 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. Invite anyone you know who owns a Lincoln to join us at this show.

Take some extra time to check out the fine selection of new Lincolns and the many fine slightly used and carefully pampered used cars available at Bloomington Lincoln. Check out their fine cars, you will be glad you did.

Our North Star 17th Annual Classic Lincoln Car Show

Saturday, June 29, 10 a.m. - 2 p.m.

Wash off your Lincoln, fill up the gas tank, top off the oil and check the tires, we are off to St. Augusta, Minnesota to visit John McDowall and his wonderful car collection. We have been there a few years back and it is a great place to visit. We will get to see some really fine cars of all makes and types, socialize with some great people. We will have more in our next newsletter.

40th Annual ALL FORD Picnic and No-Trophy Car Show

Sunday, June 2, 2019 9 a.m. to 3 p.m. Rain or Shine

Dunwoody College of Technology, 818 Dunwoody Blvd, Minneapolis, Minnesota

Show Car Registration \$5, Swap Space Free, Spectators Free

Bring your favorite Ford, Mercury or Lincoln