

An Affair with a Mark V



Glenn Kramer was the proud owner of this fine '79

The following article first appeared in the September-October 2007 issue of *Continental Comments* and was written by Glenn Kramer.

The business was going along pretty well and the old '95 Camaro Z had almost 190,000 miles on her, so it was time for a new "company" car. Because my partner had recently turned in his Jag for a Honda Pilot, it was my turn to get something nice. So, I looked. I checked out the Buick Lucerne, Lincoln Town Car, Cadillac DTS, Chrysler 300...all the usual suspects. One universal "problem" continued to turn up; they were all perfect. That is, they all had the latest gadgets; air-conditioned seats, satellite radio, navigation systems, etc. They were quick, quiet, relatively economical and... (to me) boring. My partner asked what I had decided to get. I told him "a 1979 Mark V." He just shook his head, but there's some sound logic behind the choice.

First, our business takes us to many small towns in Texas; the roads are wide and empty. We seldom travel in the cities during rush hour. And, I'm not getting any younger, so there's still time to do one more automobile related thing. Logic.

So, the first step, find the right car. It had to be a '79 Cartier or *Collector's Series* with virtually every option made (may as well go all the way.) This represents the last stand of what we consider the traditional Lincoln, and this is what I wanted to experience one more time. The internet and *Lincoln and Continental Comments* provided a place to start. After looking at ten or so prospects, I found an obscure website featuring a white *Collector's Series* in a small town in Pennsylvania. It had all the items on my list, one owner, low miles (22,000), the bucket seat interior with sunroof, thermometer, traction-loc, CB, and all the *Collector's* extras

(Continued on page 4)

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.

This Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	Welcome Wagon	14
Trivia	2	North Star Events	15

Trivia from the Internet



Jimmy Buffett
American Singer

James William Buffett III (born December 25, 1946) is an American singer, songwriter, musician, author, actor, and businessman. He is best known for his music, which often portrays an "island escapism" lifestyle. Together with his Coral Reefer Band, Buffett has recorded hit songs including "Margaritaville" (ranked 234th on the Recording Industry Association of America's list of "Songs of the Century") and "Come Monday." He has a devoted base of fans known as "Parrotheads."

Aside from his career in music, Buffett is also a bestselling writer and is involved in two restaurant chains named after two of his best-known songs; he owns the Margaritaville Cafe restaurant chain

(Continued on page 3)

Editors Message

Gentle readers.... We are on our way to wrapping up another year. December always seems to be somewhat of a blur as we move through the weeks so very quickly, just an eye blink, and we find ourselves watching the New Year's Eve celebrations on Times Square and all of the bowl games the next day. However, fast the time seems to go by, please take some time to reach out to those long lost

friends, spend some time with them, perhaps a lunch, or even a visit over the phone. Life is fleeting, don't pass by an opportunity to spend some time with good friends, new or old and also relatives, both near and far. Do it now, while you still have the time to do this.

This past year, we have not been overwhelmed with articles sent in by our members for publication in our newsletter. We really do welcome articles about your Lincolns, both new and old.. It doesn't even matter if you still own the Lincoln or not. Just write about your experience with it. If you want to tell us about experiences with your first car; which is one of the most important rites of passage for a young person, that will work well too. A lot of us were in that age bracket when that first car was a really big deal. It was our "key" to freedom. I am sure that there are a lot of interesting stories about cars, get your pen and paper out (I really would appreciate an emailed Word document), write to your heart's content, and send it off to me. I am sure that most of our readers are tired of reading my erstwhile compositions.

Our beloved most glorious leader, Bob Johnson, has put together an index of all of the back issues of the North Star News. This index lists the various cars by years, their owners and other relevant information. This is a large, lengthy document, and it is beyond printing in the North Star News. I will be reformatting it, so it will fit on letter-sized paper and mailing out to our members in late



Sweet Olga is admiring her small Christmas tree. She is wondering what kind of presents Santa will bring for her. Perhaps some really good treats. She really has been a good little girl this past year, and indeed, Santa will bring her some nice things. She also hopes that her dad will send a contribution to one of the local animal shelters to help take care of some of the fine dogs and cats less fortunate than she is.

December or early January. As all of our back issues are posted online (northstarlcc.org/publications) you can go to the web and look up those articles that may be of interest to you. Our sincere thanks to Bob Johnson for spending many hours putting together this valuable document. Because of its size and formatting, it will not be possible to publish it in the Northstar News. I, too, have spent some time

on it, and it is anticipated that we will be sending this very interesting document later in December or early January as a separate mailing. We also want to thank our good friend and North Star member Francis Kalvoda from Willmar, Minnesota. Francis is a delightful soul, and the only bad thing that we can say about him is that he lives too far away. Francis writes the Welcome Wagon column for our newsletter. He reaches out to our new members and writes a little bit about them, introducing them to our members. Your efforts are very much appreciated. The Lincoln club needs more members. Think about gifting a membership in LCOC to one of

your car friends. We are somewhat of a social organization, so justify it as a way to get some of your good friends into our great social (and car) club. It is just not about the cars anymore, but the fine people who we get to socialize with. Our nice events, especially ones that involve food, really bring out the best in all of us.

And lastly, if you have a few dollars left after shopping for all of those things that make you happy for an hour or two, consider making a small donation to one of the many animal shelters. There is almost one in every county here in Minnesota, and our beloved four-legged creatures will appreciate your kindness very much. I know that Olga will too.

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

(Continued from page 2)

and co-developed the Cheeseburger in Paradise restaurant chain.

Buffett was born on Christmas Day 1946 in Pascagoula, Mississippi, and spent part of his childhood in Mobile, Alabama. He is the son of Mary Lorraine (née Peets) and James Delaney Buffett, Jr. During his grade school years, he attended St. Ignatius School, where he played the trombone in the school band. Buffett's grandfather was a sailor; therefore, he was exposed to sailing as a child, which had an early effect on his life and later in his music. He later lived in Fairhope, Alabama. He graduated from McGill Institute for Boys in 1964. He began playing guitar during his first year at Auburn University before continuing his college years at Pearl River Community College and the University of Southern Mississippi in Hattiesburg, Mississippi, where he received a bachelor's degree in history in 1969. He is an initiate of Kappa Sigma fraternity at the University of Southern Mississippi. After graduating from college, Buffett worked as a correspondent for *Billboard* magazine in Nashville, breaking the news of the separation of Flatt and Scruggs.

Buffett married Margie Washichek in 1969 and divorced in 1971. Buffett spent years working as the first mate on the yacht of industrialist Foster Talge

(Continued on page 5)

Directors Message by Bob Johnson December 2019



Mary and I want to wish you a very Merry Christmas and Happy New Year. We hope that you have many reasons to be thankful for this past year. Mary and I are blessed to remain healthy, be able to enjoy family and fellowship with all our Lincoln friends. It is really a pleasure to have you call us your friends. It is with much pleasure that I can look at members attending our events and think about how great it is to have been able to meet and know everyone who has attended our events over the years. Our Lincoln's are the best, but our members are even better and the reason everyone wants to come to our activities, For 2020, keep up our brand of fellowship, you are the greatest. Please take the time to spend this holiday season with your family and loved ones, as our time passes so fast. Mary and I look forward to seeing you early in the new year.

Our November year-end Sunday Brunch at the Lowell Inn, Stillwater, Minnesota, on November 10, was a great day, excellent food with great location and service. We had 32 members attend and enjoy the ride to Stillwater. Dave Gustafson was the winner of the 2019 Tim Purvis, Car of the Year Award with his 1951 Cosmopolitan sport sedan. We approved coming back again in 2020. Thank you, Jay White for a terrific choice and a very good recommendation.

Our January Sunday Brunch will be January 26, at the Chart House, 11287 Klamath Trail, Lakeville, Minnesota, at 11:30 a.m. This is another new place picked by Jay White.

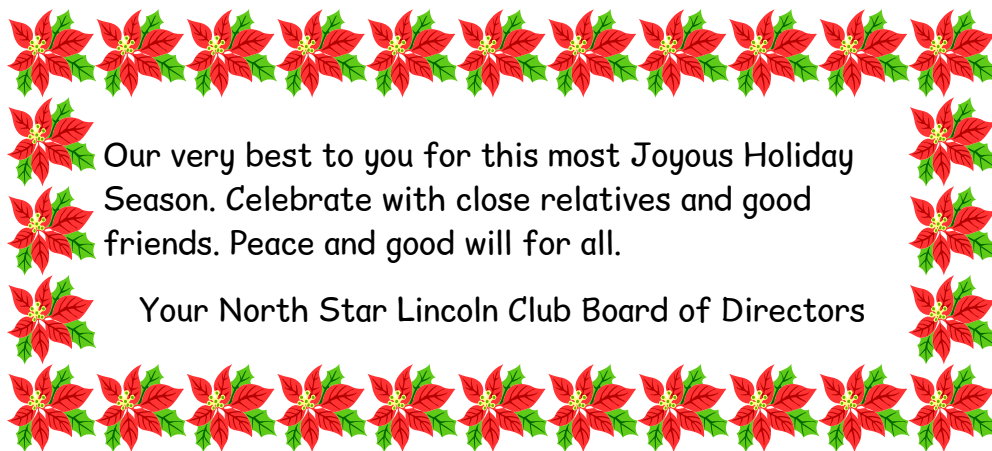
Thanks to Jeff Eisenberg, he has found a place to have a joint local Classic car club gatherings during the week. It will be at the New Bohemia Wurst and Bier House in Golden Valley; which has a very large parking lot. I think that a monthly gathering on the second Tuesday of the month from 4 p.m. to 8 p.m. during the summer months with other area collector car clubs starting next April will be a different type of event to try. So we will add this to our schedule and have a family cruise-type activity during the week.

Dave Gustafson is currently out of "My Pride and Joy" articles. We need "Our Pride and Joy" articles about your Lincoln. 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, and he can only do the newsletter with material that you send him, so get busy.

We are now up to 254 likes on our Facebook page. Please post your Lincoln pictures and stories on our Facebook page; North Star Lincoln Continental Car Club.

As always, keep 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

Kramer's Mark V continued

(Continued from page 1)

like the tool kit and umbrella, plus lots of documentation. It was described as "close to perfect" by the owner's nephew. Now, normally, a trip to see a car 1,500 miles away didn't make sense, but business required a trip to New York City, so, with a train ride to Baltimore (my old home) and a lift from my sister (about 200 miles), we could take a look, make the decision and be back to Baltimore in time to surprise mom for dinner. It started out OK. Early a.m. train, my sister Vicki meets me at the station, and we drive up to Pennsylvania. It was real déjà vu; she drove me to get my first car back in 1966, a '59 Mark IV convertible. Gee, I haven't come very far, have I? Mid-afternoon found us at the meeting place, and, a few minutes later, here came the car.



The first glance looked good. All original. Tires, paint, top, interior all checked out well. It drove like a new car, with a slight miss the only problem.

I was sold, so we made the deal. I found out that the owner, Mrs. Elizabeth Wilson, was widowed some 18 years ago, and the Mark was her husband's pride and joy. She had kept it maintained, registered, and inspected for these 18 years, but the only time it was driven was when her nephew, Denny came down from Cleveland twice a year and took it out for a few miles. Everything worked like new, the stereo, antenna, win-dows, seats, all quick and quiet, with none of the "sticky" feel of age.

So, we signed the papers at the local Ford dealer, Impala Ford. Strange name for a Ford dealer, but Mr. Impala's grandfather started the dealership well before Chevy created the model. We drove back to the restaurant and said goodbye. Being a gentleman, I let Mrs. Wilson leave first, so she didn't have to see her baby leaving. She left and believe it, or not...the car wouldn't start! My sister in her new BMW just laughed. I didn't.

Finally, we got it started, and it stalled every few miles until it stopped in front of a Lincoln-Mercury dealer about ten miles away. We left it there and drove back to Baltimore, late for dinner, no car. The next day, I called the dealer and found the problem was the dreaded electronic ignition module. He'd have it replaced in a day. Back up in the morning, where the service manager said that the rest of the car checked out great. So, with a full tank, on the original Michelins, it was off to Houston. I

(Continued on page 6)

(Continued from page 3)

on the *Petticoat III* in Key West while perfecting the "Caribbean Rock n' Roll" genre. Buffett and his second wife, Jane (née Slagsvol) have two daughters, Savannah Jane, and Sarah Delaney, (Sarah was almost named Sara Lorraine, after his mother, but was named Sarah Delaney after his father), and an adopted son, Cameron Marley and reside in Sag Harbor, New York. They separated in the early 1980s but reconciled in 1991. Buffett also owns a home in St. Barts, a Caribbean island where he lived on and off in the early 1980s, while he was part owner of the *Autour de Rocher* hotel and restaurant. He spends part of the summer traveling about the East Coast on his sailboat. An avid pilot, Buffett owns a Dassault Falcon 900 that he often uses while on concert tour and traveling worldwide. He has also owned a Boeing Stearman, Lake Amphibian, and Grumman Albatross.

His father died May 1, 2003, at the age of 83. His mother died a few months after her husband, September 25, 2003.

In 2015, Jimmy Buffett spoke at the University of Miami's graduation ceremony and received an honorary doctorate in music. Wear-

(Continued on page 6)

Northstar Monthly Board Meeting Minutes

November 7, 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, Bob Roth, Matt Foley, Bill Holaday, Tom Brace, and Roger Wothe. Other members present were Mary Johnson, 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 nominated the following for the election of officers for 2020. Director-Bob Johnson, Assistant Director-Matt Foley, Secretary-Roger Wothe, Treasurer-Matt Foley, and Activities Director-Jay White. The nominations were unanimously approved.

Member Jeff Eisenberg has found a place to have a joint car club gathering during the week at the New Bohemia Wurst and Bier House in Golden Valley. It is the transformation of a traditional German bier hall into what we like to call the New American Craft Beer Hall. The New Bohemia features over 24 different all natural sausages and many craft beers along with a very large parking lot. Bob suggested a monthly gathering on the second Tuesday of the month from 4 p.m. to 8 p.m. during the summer months with other area collector car clubs starting next April.

The group all agreed that the Annual North Star brunch at Morrie's Car Collection catered by HyVee was a success and should be repeated as a catered event.

Board Member, Bill Holaday, presented an idea of a road trip to Milwaukee to visit the Harley Davidson and other area museums in the area on a Thursday, Friday, and Saturday. He will look into details by the next meeting.

Activities Director Jay White notified Bob Johnson that we now have 252 "likes."

Bob Johnson then reviewed possible 2020 Club events.

Treasurer Matt Foley reported the treasury balance to be \$2,344.86 with all bills paid.

Publication and Membership Director Dave Gustafson reported the active membership to be about 140. He desperately needs additional "My Pride and Joy" articles before he resorts to something else.

There being no further business, the meeting was adjourned at 7:40 p.m. The next meeting will be at Bloomington Lincoln Thursday, January 2, at 6:30 p.m.

Respectfully submitted by Secretary Roger Wothe.

Plans are in the works for North Star activities for 2020. Please let us know what your favorites are, or if you have any ideas for new places to visit or have a good meal at. Help us make 2020 a banner year, and send us your ideas. Better yet, Call Bob Johnson at 651-257-1715, operators are on duty 24 hours per day to take your call.

Kramer's Mark V continued...

(Continued from page 5)

ing flip flops and aviator sunglasses, he told graduates, in a paraphrase of his song "The Pascagoula Run," that "it's time to see the world, time to kiss a girl, and time to cross the wild meridian."

Buffett began his musical career in Nashville, Tennessee, during the late 1960s as a country artist and recorded his first album, the folk rock *Down to Earth*, in 1970. During this time, Buffett could be frequently found busking for tourists in New Orleans. Country music singer Jerry Jeff Walker took him to Key West on a busking expedition in November 1971. Buffett then moved to Key West and began establishing the easygoing beach-bum persona for which he is known. He started out playing for drinks at the Chart Room Bar in the Pier House Motel. Following this move, Buffett combined country, rock, folk, and pop music with coastal as well as tropical lyrical themes for a sound sometimes called "Gulf and Western." Today, he is a regular visitor to the Caribbean island of Saint Barts and other islands where he gets inspiration for many of his songs and some of the characters in his books.

With the untimely death of friend and men-

(Continued on page 7)

(Continued from page 4)

know this sounds like a real lack of foresight, but I had a feeling. The weather was rainy, cool temps in the 50s, and the Interstates were full of trucks. The Mark V and I had barely gotten acquainted, and here we were in the middle of a long queue of 18 wheelers and mist. After an hour or two, I started to get comfortable with the performance. The mountains sapped the marginal power going uphill, but it was freewheeling coming down, despite the fact that I was trying to hold it below 70. The car is so quiet that, a brief diversion to plug the "Saturday Night Fever" 8-track in and it was over 80 in a hurry. I don't think I'll ever get used to the 85 MPH speedo, and it took a minute to find the needle.



Engine bay of the 1979 Mark V.

As the day wore on, I started to feel pretty good about my chances. The car was literally running like new. So, tempting fate further, I called my girl, Dawn, and asked her to meet me somewhere along the route. Consulting Southwest Airlines (home of the low one-way fare), we decided on Birmingham, Alabama. Sounds good to me, I'll meet you at the airport at 10 a.m. tomorrow. At the next gas stop, I got the map out and checked. Birmingham was about, oh, let's see, uh, 800 miles from South Fork. Better get driving. I stopped in a small town about 40 miles north of our rendezvous, at about 11 p.m. The point was that, even with all the stress, I felt good, not too tired. The car was a bit dirty, but it had performed flawlessly in its inaugural jaunt of 750 odd miles.

I got up the next morning and had a cup of coffee, took my time and got going at, let's check the Cartier day-date chronometer-10 a.m.! I'm dead, she's already at the airport. Wait, Alabama's in the Central time zone, subtract an hour. If you think I was stressed

about driving an unprepared car 1,500 miles, it was nothing compared to the thought of keeping my significant other waiting to join the Kramer Insanity Tour. But, the federally mandated time zone reprieve meant I was waiting as the plane came in. Off we went next stop Biloxi, Mississippi.



Note the eight track tape, the CB mike/control, the umbrella and the owners manual. The early Marks were delivered with a lot of special items for their very proud and happy owners.



What ever side you look at, the Lincoln Mark V presents a great view. The last of the big ones. While sold for only three years, 1977-1979 it was one of the best selling models ever, with 228,282 manufactured.

Dawn has stated often that she prefers the LCOCers to the cars. But, even she was impressed with the condition and the comfort of the Mark. And, it was only a paltry 320 miles to the Beau Rivage casino. We had reservations that were "use or lose" since original plans called for my business partner and me to be here two days ago. The reservations people bought the hard luck story and extended the reservation, so here we were. The car fit right in, but driving around the parking garage ramps was not fun. The hood of the Mark V makes my Mark III feel almost compact. We had a nice dinner and watched people gamble. Finally, the 1,500 mile trip was gamble enough for us.

(Continued from page 6)

tor Jim Croce in September 1973, ABC/Dunhill Records tapped Buffett to fill his space. Earlier, Buffett had visited Croce's farm in Pennsylvania and met with Croce in Florida.

Buffett's third album was the 1973 *A White Sport Coat and a Pink Crustacean*. Albums *Living & Dying in 3/4 Time* and *AlA* both followed in 1974, *Havana Daydreamin'* appeared in 1976, and *Changes in Latitudes, Changes in Attitudes* followed in 1977, which featured the breakthrough hit song "Margaritaville."

During the 1980s, Buffett made far more money from his tours than his albums and became known as a popular concert draw. He released a series of albums during the following 20 years, primarily to his devoted audience, and also branched into writing and merchandising. In 1985, Buffett opened a "Margaritaville" retail store in Key West, and in 1987, he opened the Margaritaville Cafe.

In 1997, Buffett collaborated with novelist Herman Wouk to create a musical based on Wouk's novel, *Don't Stop the Carnival*. Broadway showed little interest in the play (following the failure of Paul Simon's *The Cape-man*), and it ran only for six weeks in Miami. He released an album of songs from the musical in 1998.

In August 2000, Buffett and the Coral Reefer Band played on the *White*

(Continued on page 8)

The Infamous Dr. Sam Sheppard

This story originally appeared in the September-October issue of Continental Comments.



This 1947 Continental Cabriolet once belonged to Dr. Sam Sheppard who was accused of murdering his wife. He was given a life sentence; which was later overturned.

Bart and Betty Bawden, El Dorado, California, own the 1947 Lincoln Continental Cabriolet that once belonged to Dr. Sam Sheppard of the famous Dr. Sam Sheppard murder trial in Ohio in 1954. The Bawdens had owned the car since 1955 when Dr. Sheppard was beginning to serve a life sentence for murdering his wife. After Dr. Sheppard served 10 years in prison the conviction was overturned by the U.S. Supreme Court.

In 1955, the Bawdens lived in Zanesville, Ohio, in the Cleveland area and not far from Bay Village, Ohio, where Dr. Sheppard lived. Bart had wanted a Lincoln Continental since he was in high school, and a friend of his received one in 1947 as a graduation present. He found this one at Lakewood Motors in Lakewood, Ohio, not long after the Sheppard murder trial. The dealer knew the identity of the car, but was not revealing it to customers. Bart heard that Dr. Sheppard had a Lincoln Continental, and his wife says he heard that there was one for sale at Lakewood Motors, and it might be the Sheppard car. She says Bart asked the salesman if it was the Sheppard car, and the salesman would not acknowledge it. Bart remembers making no connection until after he bought the car. Bart bought the car for \$1,200; which was pretty cheap for a 1947 Lincoln Continental Cabriolet even then, but it was a mechanically modified car and not exactly in the best of condition.

When the dealer sent the title to the Bawdens a week later, it said, "Dr. Sam H. Sheppard, Bay Village, Ohio." Bart checked on the address, and it was correct for Dr.

Sheppard. For the next two years, Bart went around to Lincoln-Mercury dealers in Ohio buying up parts to restore the car. At that time the dealers were calling the V-12 engines and other parts obsolete and were practically giving them away. He found a new radio still in the box and a V-12 short block for \$75. He remembers a dealership in Salt Lake City that sold out everything for the weight of the metal. They sold out two semi loads for \$300, and Bart missed that one by three days. These were new engines, fenders, body parts, bumpers chrome parts, everything you could imagine, all new old stock. The V-12 in the Sam Sheppard car had been modified with Edelbrock heads and other speed equipment. Bart used the NOS V-12 short block to put a new V-12 engine in the car in 1957.



Headlines of the day, Doctor found guilty.

Much later, the Bawdens moved to California, where Bart had been raised. In researching the car, Bart found that it had originally been sold by a dealer in Richmond, California. It had to be a California car because it had no heater. The top layer of the seats was blue vinyl seat covers painted red. Below this was plaid seat covers. Below this was a Navajo blanket hand stitched into the whipcord. Finally came the original seats; which were blue leather and whip-cord. The original blue door panels had been painted red. The car was originally Seafoam Green, but at the time that the Bawdens bought the car it was painted black with a black top. The blue door panels were still in good condition under all the red paint.

The Bawdens put new whipcord on the seat surfaces, and a new top was installed in the early sixties. The Bawdens looked

(Continued on page 8)

(Continued from page 7)

House lawn for then-President Bill Clinton.

In 2003, he partnered in a partial duet with Alan Jackson for the song "It's Five O'Clock Somewhere," a number-one hit on the country charts. This song won the 2003 Country Music Association Award for Vocal Event of the Year. This was Buffett's first award in his 30-year career.

Buffett's album *License to Chill*, released July 13, 2004, sold 238,600 copies in its first week of release, according to Nielsen Soundscan. With this, Buffett topped the U.S. pop albums chart for the first time in his career.

Buffett continues to tour throughout the year, although he has shifted recently to a more relaxed schedule of around 20-30 dates, with infrequent back-to-back nights, preferring to play only on Tuesdays, Thursdays, and Saturdays. This schedule provided the title of his 1999 live album.

In the summer of 2005, Buffett teamed up with Sirius Satellite Radio and introduced Radio Margaritaville. Until this point, Radio Margaritaville was solely an online channel. Radio Margaritaville has remained on the service through Sirius' merger with XM Radio and currently appears as XM 24. The channel broadcasts from the Margaritaville restaurant at Universal CityWalk in Orlando, Flor-

(Continued on page 9)

More about the Sheppard Continental

(Continued from page 7)

throughout the car for the murder weapon but never found it.

For a while, Bart worked in Houston where he had the car repainted in Regal Blue to match the blue interior. He stripped down the entire car and removed the body panels before painting. It was pretty much of a complete restoration at the time. They moved back to California in the early eighties. The car has been stored in their garage since then. It has been driven very little and has never been to an LCOC National Meet. Bart is now restoring the car a second time. He has had the chrome redone, but he does not have it all back on the car.



Another view of the 1947 Continental.

The Bawdens do not know who the original owner was. They feel that Dr. Sheppard bought the car in Los Angeles. According to the trial records, Dr. Sheppard went out to Los Angeles for residency in the early fifties. There he had a mistress; who was a nurse. When he came back to Cleveland, he brought the car with him. Possibly, he also brought the nurse. At this point he joined the Lincoln and Continental Owners Club. The late Tom Lerch, also from Ohio, used to joke that Dr. Sheppard was LCOC's most infamous member, but he was not a member for long because Sheppard's wife's murder occurred in the early hours of July 4, 1954.

Dr. Sam Sheppard was known for his infidelity, and his wife knew about it. He was a handsome, charming, and athletic man of 30 who was also known as a devoted husband and father of one seven-year-old son. Sam and Marilyn Sheppard were high school sweethearts and described as being very much in love. They lived in a lovely old barnlike home overlooking Lake Erie. There is no evidence that they were plan-

ning to divorce. Sheppard always contended that they were trying to reconcile their differences. Marilyn Sheppard was pregnant at the time of the murder.



Marilyn, son, Sam (Chip) and Sam Sheppard, once the perfect family.

The actual murderer and motive remain a mystery to this day. On the night of July 3, 1954, actually in the wee small hours of the morning of July 4, she was brutally beaten to death in her bedroom while Dr. Sheppard was asleep on the couch downstairs where he had been watching late night television. According to his story he was awakened by a call from his wife. He rushed upstairs and struggled with a shadowy, bushy haired figure who knocked him unconscious from behind. When he regained consciousness the intruder was gone, and his wife was covered with blood and dead. Sheppard rushed downstairs, where he had heard noises. He chased the shadowy figure down to the lake where he was again knocked out. Now the intruder was completely gone.

Sheppard was brought to trial in the autumn of 1954. The case received extensive publicity and generated a circus-like atmosphere. Some newspapers and other media were accused of bias against Sheppard. The judge and the police were also accused of bias. Also cited was the tension between Sheppard and the coroner. No other suspect, but Sheppard was ever seriously considered. The high-profile nature of the case proved to be a boon to the lead prosecutor who was running for a seat on the Cuyahoga County, Ohio, Court of Common Pleas as the trial began.

It was revealed during the trial that Sheppard had a three-year-long extramarital affair with a nurse at the hospital where

(Continued on page 9)

(Continued from page 8)

ida.

In August 2006, he released the album *Take The Weather With You*. The song "Breathe In, Breathe Out, Move On" on this album is in honor of the survivors of 2005's Hurricane Katrina. Buffett's rendition of "Silver Wings" on the same album was made as a tribute to Merle Haggard. On August 30, 2007, he received his star on the Mohegan Sun Walk of Fame.

Of the over 30 albums Jimmy Buffett has released, as of October 2007, eight are Gold albums, and nine are Platinum or Multiplatinum. In 2003, Buffett won his first Country Music Award for his song "It's 5 O'clock Somewhere" with Alan Jackson, and was nominated again in 2007 for the CMA Event of the Year Award for his song "Hey Good Lookin'" which featured Alan Jackson and George Strait.

On June 25, 2019, *The New York Times Magazine* listed Jimmy Buffett among hundreds of artists whose material was reportedly destroyed in the 2008 Universal fire.

Buffett began calling his music "drunken Caribbean rock 'n' roll," as he says on his 1978 live album *You Had To Be There*. Later, Buffett himself and others have used the term "Gulf and Western" to describe his musical style and that of other similar-sounding performers. The name derives from ele-

(Continued on page 10)

Sheppard Continental continued

(Continued from page 8)

Sheppard worked as an osteopathic surgeon. The prosecution argued that the affair was Sheppard's motive for killing his wife.

The defense argued that the murder was much too brutal for Sheppard to have committed leaving only one tiny spot of blood on his pants. Sheppard took the stand in his own defense. In his testimony, he told the version of the story that we have printed here. Under careful examination and cross-examination his testimony never varied.

The jury was not convinced of his innocence. In December 1954, it found Sheppard guilty of second-degree murder, and he was immediately sentenced to life in prison in the Ohio State Penitentiary.

The trial was widely considered a travesty of justice with Sheppard found guilty without given his full constitutional rights. After his first lawyer died, F. Lee Bailey handled his appeals. In a landmark decision on fair trial rights, the U.S. Supreme Court overruled the conviction, and Sheppard was freed in 1964. The next day, he married a beautiful blonde from Germany; who he had been corresponding with while in prison. That marriage did not last long. He practiced medicine again only briefly.

He was tried again in 1966 and found not guilty. Soon thereafter, his license to practice was revoked because of his addiction to alcohol and drugs. He turned to wrestling. He married a third time in 1969, this time to the 20-year-old daughter of his wrestling manager. This marriage did not last long, either.

Dr. Sheppard was a handsome fellow, very athletic, and women found him very attractive. Dr. Sheppard died of alcoholism in 1970 at age 46. The real murderer was never found, and the case has long been closed.

Sheppard's involvement with cars is sketchy at best. Besides the 1947 Lincoln Continental, he owned a Jaguar; which was his wife's car. At age 30, he would have only been starting his collecting of cars and his involvement with LCOC. Who knows how his life might have gone had it not been for his wife's murder.

Many people, to this day, are convinced that he murdered his wife and made up the story of the shadowy intruder. There was always the element of drugs and alcohol. The trial has been compared to the O.J. Simpson

trial some 40 years later. So popular was the Sheppard murder case that ultimately the television series and movie *The Fugitive* was based on it. In recent years, two bestselling books have been written, one contending that he was innocent and the other that he was guilty.

There is no way the Lincoln Continental could have figured in the murder. There is always the possibility that Sheppard's wife wanted him to get rid of the car; he got drunk and high and beat her to death! (Just kidding!) His extra-marital affair or affairs remain as obscure today as his cars.

His father and two brothers were also physicians. His mother committed suicide shortly after the trial, and his father died of cancer at about the same time. His son, now 60, is still looking for the murderer.



Who can guess what secrets are associated with this 1947 Continental.

It remains one of the great murder trials of the 20th century, right up there with the Lindbergh kidnapping and murder trial and the O.J. Simpson trial. And the Lincoln Continental is right up there with O.J.'s Bronco and Charles Lindbergh's Franklin, or was that a Reo?

This was not the only time in LCOC history that a member of our club has been involved in a major trial. Tanya Harding was also briefly a member of LCOC.

The Sam Sheppard trial is historic in terms of constitutional trial rights and launching the career of F. Lee Bailey. To think that the trial took place at the same time as LCOC's first National Meet in Dearborn, Michigan, is also historically significant. Had things gone better, Sheppard and his wife might have been at that meet, and he might be one of our pioneer members now.

This interesting story was authored by Tim Howley and first appeared in the September/October issue of Continental Comments.

(Continued from page 9)

ments in Buffett's early music, including musical influence from country, along with lyrical themes from the Gulf Coast. A music critic described Buffett's music as a combination of "tropical languor with country funkiness into what some [have] called the Key West sound, or Gulf-and-western."

Other performers identified as Gulf and Western are often deliberately derivative of Buffett's musical style, and some are tribute bands, or in the case of Greg "Fingers" Taylor, a former member of Buffett's Coral Reefer Band.^[35] They can be heard on Buffett's online Radio Margaritaville and on the compilation album series *Thongs in the Key of Life*. Gulf and Western performers include Norman "the Caribbean Cowboy" Lee, Jim Bowley, Kenny Chesney, and Jim Morris.

In 2017, Buffett was the musical guest on the *NCIS: New Orleans* episode "Rogue Nation," playing the song "I Will Play for Gumbo" in Dwayne Pride's (Scott Bakula) newly rebuilt bar.

In 2019, he had an extended cameo playing himself in the Harmony Korine film *The Beach Bum*.

Buffett has taken advantage of his name and the fan following for his music to launch several business ventures, usually with a tropical theme. He opened the Margaritaville

(Continued on page 11)

The new Lincoln Aviator is flying high.

Courtesy Eric Tingwell Car and Driver magazine.



The 2020 Lincoln Aviator in motion.

We are sad to report that the 2020 Lincoln Aviator is not the flying car we've been promised for the better part of a century. The Aviator is stuck to the earth just like you and me. Metaphorically, though, this two-and-a-half-ton leather-and-wood-trimmed box has the wings to help lift Lincoln out of what a few short years ago looked like an unrecoverable nosedive.



The engine compartment showing the twin-turbocharged V-6 engine, producing 400 horsepower in standard form.

HIGHS: Powerful and refined engine, intuitive tech, fetching looks. There's an American bulk to the Aviator's proportions and enough width in the cabin that at least a few buyers will believe they're driving the larger Navigator. The 400-hp twin-turbo V-6 is eager to run hard. Just as important, the Aviator has the looks of a proper luxury vehicle.

That last factor marks a big change over the Aviator's front-drive-based predecessor, the homely and hunched MKT. The Aviator buries the MKT's ancient bones and moves to a new architecture that rotates the engine 90 degrees so that torque now flows to either the

rear wheels or all four. Sharing this core componentry with the new Explorer, the Aviator is still very much a gilded Ford. Crucially, the visible and tangible similarities are few and insignificant enough not to matter.

The standard twin-turbo 3.0-liter V-6 is a powerful part of the Aviator's appeal. Making 400 horsepower and 415 lb-ft of torque, the base engine outguns the competition's—in many cases by more than 50 horses. The engine operates silently enough to be forgotten at cruising speeds. With a poke of the accelerator, the V-6 roars to attention and rockets the Aviator down the road. Ford's 10-speed automatic transmission continues to improve with every new application, including this one. In the Aviator, the transmission picks gears assertively yet executes shifts with a gentle smoothness.

The twin-turbo mill feels stronger than it performs, though. At our Michigan test track, a 5,195-pound all-wheel-drive Black Label model accelerated to 60 mph in a modest 6.0 seconds. The BMW X5 xDrive40i pulls off the same feat in just 4.9 seconds, and the Mercedes-Benz GLE450 4Matic makes the run in 5.3 seconds. But the Lincoln's time is good enough to outrun the Audi Q7 and the Cadillac XT6.

Over 500 miles of routine driving, the V-6 Aviator averaged 17 mpg, missing its combined Environmental Protection Agency rating by 3 mpg. The results were more impressive in our highway fuel-economy loop. Driving a constant 75 mph, the Aviator returned 24 mpg, the same as the EPA's highway rating.

In place of an optional V-8, Lincoln offers the blown V-6 paired with an electric motor and a 13.6-kilowatt-hour lithium-ion battery. The \$69,895 plug-in-hybrid model, known as the Aviator Grand Touring, makes 494 horsepower and 630 lb-ft but adds another nearly 800 pounds to the already heavy Aviator. Cleverly, Lincoln hides the hefty battery pack beneath the body, leaving the underfloor cargo space and spare-tire well intact.

Lincoln says the Grand Touring should be good for about 18 miles of electric-driving range, but you're unlikely to experience that all in one shot. Relying solely on the 100-hp electric motor in Pure EV mode moves the Grand Touring's 5700 pounds at a snail's pace

(Continued on page 11)

(Continued from page 10)

Cafe in Key West, Florida, in 1985. He owns Land Shark Bar & Grill in Baltimore, Maryland, and previously owned Cheeseburger in Paradise Restaurant. As a baseball fan, he was part-owner of two minor league teams: the Fort Myers Miracle and the Madison Black Wolf. Buffett has also licensed Margaritaville Tequila, Margaritaville Footwear, and a Margaritaville Foods, including chips, salsa, guacamole, shrimp, chicken, and more. Between his businesses, album sales and tours, he was estimated by *Forbes* to earn US\$50.5 million in 2017 and to have a net worth of \$550 million.

In 1993, he launched Margaritaville Records, with distribution through MCA Records. His MCA record deal ended with the release of 1996's *Christmas Island*, and he took Margaritaville Records over to Chris Blackwell's Island Records for a two-record deal, 1998's *Don't Stop The Carnival* and 1999's *Beach House on the Moon*. In the fall of 1999, he started Mailboat Records to release live albums. He entered into a partnership with RCA Records for distribution in 2005 and 2006 for the two studio albums *License To Chill* and *Take The Weather With You*.

In 2006, Buffett launched a cooperative project with the Anheuser-Busch brewing company to produce beer under the

(Continued on page 12)

The Lincoln Aviator continued...

(Continued from page 10)

that luxury buyers won't tolerate. Instead, they'll drive the Grand Touring in one of the many modes that blend the two powertrains with the gas engine switching on and off frequently. While you'll hardly notice the V-6 refire, the Grand Touring's sense of refinement is ruined by a small but noticeable thunk every time the driveline reengages the gas engine.

A California-Compliant Suspension.

While the \$52,195 base Aviator rides on steel coil springs and passive dampers, most buyers will end up with a more sophisticated suspension. Starting at \$59,795, the mid-level Reserve trim with all-wheel drive comes standard with adaptive dampers. The Dynamic Handling package pairs those electronically controlled dampers with a camera that looks 50 feet down the road to relax or tighten the dampers based on the topography of the pavement. That option also adds variable-ratio steering and air springs with more than three inches of travel between the egress and off-road positions.



The front of the Aviator is a bold, but refined fashion statement, clearly Lincoln.

The Aviator carried its mass gracefully through rolling Napa vineyards on our drive with the pothole-spotting, height-adjusting suspension. It stays nicely upright in corners and follows the driver's intentions faithfully. As with its acceleration, the Aviator's chassis is more competent when it is experienced, rather than measured. The gas-engine Aviator managed 0.82 g of lateral grip during our track testing, a tepid but unsurprising performance given its heft and height. A 174-foot stop from 70 mph places the Aviator's braking capability right in line with that of its peers. On the road, the Aviator's body bounced and bobbed a bit more than we prefer in spots where the pavement resembled

sourdough crust. Generally, though, it rides comfortably with the right amount of isolation and connection.

Tech without the Learning Curve. The Aviator's equipment list is stuffed with driver-assistance and connectivity features just as you'd find in any other modern luxury vehicle. What sets the Lincoln apart is that the tech is unpretentious and easy to use. The piano-key gear selector, a no-gimmicks touch-screen, physical climate controls, and the ability to use your phone as a key to create a luxury experience with no learning curve. Hedonic indulgences include Lincoln's 30-way Perfect Position seats, a 28-speaker Revel Ultima sound system, and the megabucks Black Label cabin treatment.



The cabin of the new Aviator is first class all the way. Controls are logically laid out and easy to work.

Behind the second row, Lincoln favors cargo room over passenger space. The thinly padded third row sits low to the floor and offers scant legroom. Sitting back, there is barely more comfortable than squatting on a sack of rice, and squeezing between the C-pillar and the second-row captain's chair (standard on all but the base model) is a challenge. But there's plenty of room behind the third row for four children's backpacks, sports bags and then some.

For anyone in the first or second rows, the Aviator delivers a genuine luxury experience. It's quiet when you want peace and quick enough when you need speed. When properly equipped, the Aviator will massage your backside while subtly persuading your neighbors that business is good. And while we wish it could fly, this Lincoln isn't going to apologize for its size. The Aviator is a proper luxury vehicle built in the American style.

Check out the new Aviator at Lincoln of Bloomington today. You will like it.

(Continued from page 11)

Margaritaville Brewing label called LandShark Lager.

Margaritaville Casino opened at the Resorts Casino Hotel in Atlantic City, New Jersey, in May 2013. The center features a restaurant, two bars, a coffee shop, a retail store, and a gaming area.

Latitude Margaritaville is a \$1 billion retirement village planned in Daytona Beach, Florida. The project is a joint venture between Minto Communities and Buffett's Margaritaville Holdings, with the development being built on land close to PGA Boulevard and about a mile to the west from Interstate-95.

Buffett has been involved in many charity efforts. In 1981, the Save the Manatee Club was founded by Buffett and former Florida governor Bob Graham. It is the world's leading manatee protection organization. West Indian manatee In 1989, legislation was passed in Florida that introduced the "Save the Manatee" license plate and earmarked funding for the Save the Manatee Club. One of the two manatees trained to interact with researchers at Mote Marine Laboratory is named Buffett after the singer. Buffett is also a longtime supporter of and major donor to the Gulf Specimen Marine Laboratory.

From the Internet...

The new Corsair Grand Touring



The Corsair Grand Touring features both electric and gas powered modes for economy and long range driving.

Lincoln's all-new Corsair Grand Touring arrived in Los Angeles this past November, on display at the LA auto show, bringing to luxury SUV buyers a plug-in hybrid option that delivers performance, features, and technologies that are uniquely Lincoln.

"Corsair Grand Touring taps into Lincoln's growing momentum and builds on our commitment to electrification," said Joy Falotico, president, The Lincoln Motor Company. "With the addition of Corsair Grand Touring, we now have a family of SUVs that is distinctly Lincoln for every client."

Corsair Grand Touring provides a second plug-in hybrid option from Lincoln, following the launch of the all-new Aviator Grand Touring this fall.

Lincoln-first dual-powertrain technology.

A specially engineered 2.5-liter four-cylinder gas engine and advanced hybrid technology work to deliver effortless acceleration in the all-new Corsair Grand Touring. This is complemented by Lincoln-first electric all-wheel drive – a first in its segment.

Lincoln Corsair Grand Touring's hybrid powertrain consists of a 2.5-liter Atkinson-cycle four-cylinder gas engine and a permanent magnet synchronous motor with a combined targeted output of 266 horsepower, based on Lincoln's calculations using computer engineering simulations*. This configuration of hybrid technology paired with electric all-wheel drive has a targeted EPA-estimated all-electric range of more than 25 miles**.

With the PowerSplit electric continuously variable transmission, two electric motors work together to provide an extremely smooth driving experience. The addition of electric all-wheel drive powers the rear wheels and provides performance and capability in situations where power to all four

wheels is needed.

"The advanced hybrid powertrain provides a step-up offering in our lineup, delivering effortless acceleration and all-wheel-drive capability that is unique to this segment," said Patrick Smith, Lincoln Corsair chief engineer. "The gliding, responsive take-off makes Corsair Grand Touring a powerful, balanced, and nimble SUV to drive."

Lincoln drive modes allow drivers to customize the Corsair Grand Touring experience. Standard modes include Normal, Conserve, Excite, Slippery, and Deep Conditions, with each mode fully integrated – clients simply make the selection, and Corsair Grand Touring takes care of the rest. Two additional modes are specially tuned and calibrated to enhance the drive. These include:

Preserve EV recharges and saves battery power for a later time while continuing to use both engine and motor to deliver the full performance drivers expect; the high-voltage battery can be recharged up to 75 percent while driving in this mode.

Pure EV is designed to keep the driver in all-electric mode in many conditions; should demand exceed electric capability, the hybrid engine seamlessly engages to provide additional power.



The Corsair GT is equipped with two small doors; one for electrical recharging and one for gasoline. All bases are covered.

Sanctuary for the senses. As quietness is paramount, Lincoln designers and engineers obsessed over each detail to create a sanctuary for the senses in the all-new Corsair Grand Touring. Corsair's electrified powertrain enhances its whisper-quiet cabin.

Additional sound-dampening materials between the engine compartment and cabin contribute to Corsair's whisper-quiet ride.

(Continued on page 14)

Welcome Wagon by Francis Kalvoda

Francis Kalvoda writes the Welcome Wagon and lives in Willmar, Minnesota. He may be reached at (email) fjk@charter.net or by phone at 320-235-5777



Perhaps if your driving around Willmar, or it's surrounds, you might catch Francis Kalvoda behind the wheel of this rather unusual "Welcome Wagon."

Winter does not officially start until December 21, but Micki and I have been practicing wearing our winter coats, hats and gloves. We want to be ready. On a positive note, no mosquitoes or flies. Soon, we can do something people in Hawaii can only dream about, walk on water and enjoy coffee on a stick. We should be thankful all year long for all we have, not just at Thanksgiving and Christmas. Sincere **Happiest Holiday Wishes** to you ALL from Francis & Micki!!

This month our first new member is **Daniel Lubbers** (pronounced like the push-button multi lubers available on the mid-1950s Lincolns and Mercurys). Dan resides at 3022 10th Avenue South, Minneapolis MN 55407. Contact him at 612-382-1947 or ltanblueyes@gmail.com.



Lots of Ford products lurking in Dan Lubbers garage.

Dan was born a car enthusiasts and had (still has) MANY car models and matchbox cars. He has had eleven Lincolns; the first was a 1975 Town Coupe. He currently has a soft yellow 1977 Continental Town Car and a 2004 Town Car which will soon be replaced by a 2016 Lincoln MKC. Dan has three collector cars which are near the top of my list of favorites. 1958 and 1959 Ford retractable convertibles and a 1957 Mercury Turnpike Cruiser with the 368 cubic inch Lincoln Motor. Dan certainly has good taste in automobiles.

Speaking of good taste, Dan worked in the food service industry for over thirty years in many of the finest hotels and restaurants in the Twin Cities. As a young man working at a restaurant, Dan wanted a place to live but did not want to pay rent forever; so he purchased the triplex where he still lives today (for 36 years) and over the years has purchased other apartment buildings in Minneapolis. Dan thinks there is one more car that would 'fit' in his collection; a 1960 Lincoln Continental Mark V. (Another of my personal favorites!)



A good side view of Dan's 1977 Continental and a peek at the 2004 Town Car.

If any of you NorthStar members know of one that is in pretty good shape, contact Dan. Dan really liked the gathering at the Lowell Inn November 10 in Stillwater. He enjoyed meeting the LCOC members and the great brunch. He liked it so well that he has made reservations there for the Ford Retractable Club's January meeting and brunch. Dan is looking forward to future gatherings with his new found friends in the NorthStar Lincoln and Continental Owners Club. I think you will be hearing from Dan with an article or two relating to his favorite topic, CARS, especially those made by the Ford Motor Company. I am looking forward to that!

I am pleased to introduce you to **William and Jessica Vickers and their son Grady**. They reside at 1154 Spring Creek Road, Red Wing, MN 55066. You may contact them at 651-380-2849 or w.vick007@gmail.com. The Vickers have enjoyed several Ford half ton pickups from the 1960s and 1970s and are currently working on a green 1968 Lincoln Continental sedan. Here is what William shared with me:

We are a family that loves anything with an engine. Both Jessica and I work in the Powersports industry and motorcycles are our passion whether it be a cruise on the Harley or hitting the track on our dirt bikes. We also have a soft spot for old cars and our 7 year old son, Grady, is an absolute enthusiast, he has hundreds of hot wheels and can name nearly every American car made in the 50's-70s. We have a 1968 Lincoln Continental that we've had for a year and a half. We purchased the car in Las Vegas, Nevada so it is free of any serious rust and was all original when we bought it. Since picking the car up, we have completely overhauled the suspension with an airbag setup and added a new stereo package to help make cruising a bit more comfortable. Next for the car is a shiny new paint job to help restore the look of the car as well as some new leather on the front and

(Continued on page 14)

More Welcome Wagon

(Continued from page 13)
rear benches.



One of the Ford pickups owned at one time by the Vickers family. They really loved the 60s and 70s Fords.



The Vickers current project is this 1966 Continental. From out west, it is a good solid, rust free car.

I think William and Jessica will be calling on some of our veteran North Star members as they complete their Cruisin' Continental. I have already given them some names. Feel free to call the Vickers if you have any questions or needs of powersports on land or water. William is a Yamaha representative and calls on dealers around the country. Jessica works at *River Valley Power & Sport in Red Wing* where they can help you with new and used UTVs, ATVs, motorcycles, snowmobiles, boats and trailers from Can-Am®, Sea-Doo, Ski-Doo, Polaris®, Suzuki, Honda®, AlumaCraft and Yamaha. **Location:** 3859 Hwy 61 West, Red Wing, 55066, MN; phone 651-564-7847. Lincolns are great road cars but do not do well on water or trails; William and Jessica can help you with that.

Give a warm welcome to our newest NorthStar members when you see them at a Club event or just contact them with a Holiday Wish. This just in – MORE new members to meet next month! 2020 will be a very good year!!

If you thought the answer to last month's **wagon trivia** question was Lincoln, nope! It was a 1956 Chrysler Plainsman prototype.

Holiday fact: The three wise men arrived in Bethlehem in a Caravan.



More Corsair

Active Noise Control enhances overall sound quality by using strategically placed microphones throughout the cabin to find specific frequencies that contribute to noise and cancel them out.

Like Corsair, Grand Touring is cleverly packaged, so interior roominess and storage space match the active lifestyle of clients. Sliding second-row seats offer up to 6 inches of travel and a 60/40 fold-flat or split-bench option. With seats in the full forward position and four passengers aboard, Corsair can accommodate four sets of golf clubs or up to four full-size pieces of luggage. Advanced under-floor battery packaging in Corsair Grand Touring allows for all the benefits of an electrified powertrain while maximizing luggage space and legroom.

Working to ensure weekend road trips are more comfortable, Lincoln's Perfect Position seats are available to offer 24-way adjustability, massage capability, and additional lumbar support for driver and front passenger.

A unique grille with the Lincoln star in Spirit Blue is designed to give Corsair Grand Touring instant recognizability. Additional Spirit Blue in the badging, along with unique 20-inch wheels, also contribute to its distinct look.

Customizable technologies. Corsair Grand Touring delivers a wealth of intuitive technologies that allow clients to personalize their driving experience. Lincoln's available Phone As A Key technology, activated using the Lincoln Way app, offers effortless functionality before clients even climb aboard.

It allows owners to lock and unlock, open the liftgate and, most importantly, start and drive the vehicle – all without a traditional key. Drivers also can recall individual preferences for adjusting seat, mirrors, and steering column positions, and comfort and entertainment settings can be activated through the feature as well.

Corsair also comes with a wealth of standard and available driver-assist features. Standard Lincoln Co-Pilot360 includes Pre-Collision Assist with Automatic Emergency Braking, Blind Spot Detection with Cross-Traffic Alert, a Lane-Keeping System, rearview camera, and auto high beam headlamps. An available upgrade, Lincoln Co-Pilot360 Plus, adds Adaptive Cruise Control with Traffic Jam Assist, Evasive Steering Assist, Reverse Brake Assist, and Active Park Assist Plus.

Also available is Lincoln's Head-Up Display, which shows selected information on the windshield instead of the instrument cluster, allowing drivers to keep their eyes on the road and hands on the wheel.

The all-new Lincoln Corsair Grand Touring will be built at Louisville Assembly Plant in Kentucky. It will be available next summer.

Can't wait till next summer? Bloomington Lincoln has a nice selection of Corsairs (non-hybrid models) now available for purchase. Stop by soon and test-drive one of their fine new Lincolns. You will be pleasantly surprised at such a fine car they are. Some models are discounted, so you just might find the right one at the right price.

Preview of Coming Events

- December No North Star Activities planned. Please spend some quality time with good friends and relatives.
- January **Sunday Brunch, January 26** at 11:30 a.m. Chart House, 11287 Klamath Trail, Lakeville, Minnesota.
- February **CCCA Potluck and Auction, Saturday, February 16**, 5 p.m. Firefighters Museum, 664 22nd Avenue, Minneapolis, Minnesota. RSVP to Tom Brace.



For Sale 1979 Lincoln Mark V

Shows under 37,000 miles, two owner car.

Diamond Blue metallic paint, rare color for 1979. Matching blue leather interior. Has moon roof and all other accessories Lincoln offered in 1979. Always garaged, never driven in winter. A great car for either touring or showing.

No dings, dents or scrapes. Have all maintenance records and factory manuals. Fairly priced at \$14,500/best offer. Call Maxine at 320-269-7547 Minnesota.



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.**

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www.northstarlcoc.org Click on publications.

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

North Star Activities

December 2019

No Activities planned for December, to permit you to spend plenty of time with family and friends. Enjoy the holiday season and we will be back with a fresh slate of activities beginning with a January brunch to help all our members celebrate the New Year.

Members with ideas about events for 2020 should get in touch with your North Star Board of Directors and let us know what you would like us to do. Keep in touch, we value your opinion. Thank you very much for your friendship this past year and your continued interest in the Lincoln Club.

Our very best to you for a most joyous holiday season from the North Star LCOC board of directors. We look forward to seeing you in 2020.



Our first North Star event for 2020.
Sunday Brunch, January 26, 11:30 a.m.

Come Join us at the Chart House
11287 Klamath Trail, Lakeville, Minnesota

Featuring made-to-order omelets, Belgian Waffles, Prime Rib, Salads and fruits. Bacon, Sausages, French Toast, Caramel Rolls and Breakfast Potatoes. Plus Chicken, Seafood and Beef and an endless array of wonderful, but calorie free desserts. See you there on January 26.
Bring your appetite.



Upper Midwest Region of the Classic Car Club of America

POT LUCK DINNER AND AUCTION

To be held at the Firefighter's Museum
664 22nd Avenue NE, Minneapolis
North Star LCOC members are invited
5 p.m. Saturday, February 16, 2020

RSVP Tom Brace 651.644.1716 email: trbrace@comcast.net

Talk with Tom about what kind of potluck item you are planning to bring or for possible suggestions.

Please bring an auto related item for the auction. Proceeds will be divided between the CCCA and the Lincoln club.