

## Taking a closer look at the late Seventies Lincolns



Some of the largest Lincolns ever manufactured, offering a boulevard type ride and luxury without compromise, bar none.

This article first appeared in the July/August issue of Continental Comments and was authored by **Tim Howley**, one of the most knowledgeable in the world of “everything Lincoln.” These were exceptionally well-designed and built automobiles and are just starting to be seriously noticed by collectors. A fair number exist today in good condition and make an excellent buy for those who want something a bit different from what you see at most car shows.

The modern Lincoln Continental Coupe first appeared in 1966 and was offered every year through 1981. The Town Car first appeared in 1969, the last year of unitized construction. Also added was a Town Coupe option. In 1966, the engine was 462 cubic inches. With the introduction of the Continental Mark III in 1968, the 1968 Lincoln Continental received the Mark III's 460 cubic inch engine. This remained the Lincoln Continental Engine through 1976.

The luxurious Lincoln Continental was given a major facelift for 1974. Buzz Grisinger had given the Lincoln Continental a horizontal grille in the mid-sixties. Now the grille bars went vertical moving closer to the IV. The grille did not come off very well due to the bumpers having to meet federal requirements for a 5 mph impact. There were other safety mandates inside and in California increased emissions standards. The horsepower rating was 215 at 4,000 rpm, down from 219 at 4,400 rpm in 1973.

Other elements of the design also had to meet federal crash standards. The effect on the design was not altogether aesthetically pleasing. A major engineering improvement for 1974 was a new power brake system that took its power from the hydraulic pump for the power steering system. Additionally, the front disc brake area was increased by 10 square inches.

The cost of “Big Brother” interfering came high in both dollars charged for the car, up to \$764 for the four-door sedan in 1973, and in weight, up 312 pounds for the same model.

If Lincoln had their hands tied behind their backs in styling and engineering, they could at

*(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



Fats Domino  
Singer-Songwriter

**Antoine "Fats" Domino Jr.** (February 26, 1928 - October 24, 2017) was an American pianist and singer-songwriter. One of the pioneers of rock and roll music, Domino, sold more than 65 million records. Between 1955 and 1960, he had eleven Top 10 hits. His humility and shyness may be one reason his contribution to the genre has been overlooked.

His 1949 release "The Fat Man" is widely regarded as the first million-selling rock and roll record. His two most famous songs are "Ain't That A Shame" and "Blueberry Hill."

Antoine Domino Jr. was born and raised in New Orleans, Louisiana, the youngest of eight children born to Antoine Caliste Domino (1879-1964) and Marie-Donatille Gros (1886-1971). The Domino family was of French Creole

(Continued on page 3)

## Editors Message

January 2020

I am working feverishly to finish the newsletter in time to get it printed before the end of the year. This column is the last thing to do to finish. Where did 2019 go? To the same place as all of the years before it. But, the interesting thing as we age, the years seem to go by so very quickly. I believe that it is now so very important to make the remaining time that we have left, truly the best years of our lives. Do not put off doing those things till you retire or next year, or whenever. If it is really important to you, work it into your schedule and do those things today.

To put this issue together, we reached into the file boxes and went through a number of back issues of Continental Comments. With the software available to me and the scanning equipment, it only takes a few minutes to scan an entire magazine and convert it to whatever kind of file you need to put it in a useful format. I have the scanner set to convert the scanned product to a jpg image. Using Photoshop, I can pull the images out of the scanned document and reuse them in our newsletter. Optical recognition software will also convert the jpg image of each page to a Microsoft Word document, and I can take that text and run it through some more software to convert it to a file that I can use in the software that I use to publish the newsletter. It is good technology and it does work pretty well.

Unfortunately, this wonderful technology does not take the place of articles from our readers about their beloved Lincolns. Please send us an article about anything somewhat automotive related. Maybe about one of the cars that your father once owned. Perhaps an article about one of your first cars...that very important rite of passage that most of us experienced around 15 or 16 years of age. It was a time like no other in our lives. Tell us about it, share these experiences with our readers. We would love to hear from you soon.

The North Star club has a few activities

lined up through March. If you have any ideas for what you think might be nice places for a good meal or part of a tour, let us know. Phone or email Bob Johnson and really give him some good ideas. We are a good club with a lot of very fine members. If you can come up with a few better ideas for what we should be doing, call us up and let us know what we should be doing next.



Sweet Olga is curled up in a favorite chair. She wishes that her dad would stop sticking the camera in her face so she could take a long winter's nap. Maybe lasting all January. Everyone needs a nap every now and then. Especially during the cold winter months here in Minnesota.

The Lincoln club is in need of more members. A lot of our regions across the country have fallen down on the job of seeking out interesting people and signing them up as new members. We have held our own here in the North Star Region, but that cannot be said for most of the other regions across the country. If we don't stem the decrease in our membership, in about 7 or 8 years, the LCOC will not be able to support itself. We are not the only club with this problem, but I really believe that we can fix this. As I am so very fond of saying, in this

country of over 300 million people, there surely should be 6 or 7 thousand good natured folks ready to sign up for membership in our club. There are a lot of older Lincolns just sitting in garages across the nation. We need to figure out a way of contacting the owners of these fine cars and having them become members. Nothing is easy these days, but this is a fixable problem.

Lincoln is offering some very attractive pricing on some of their models. Take some time and stop by your favorite Lincoln dealer, in the Twin Cities, we would hope that would be Bloomington Lincoln, and check out all the fine models that are on display. Lincoln is really a car that needs to be driven to be fully appreciated. Take one out for a short test drive, and I think that you will find it an enjoyable experience. It really is a car for those who take the road less traveled.

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

(Continued from page 2)

background, and Louisiana Creole was his first language.

Antoine was born at home with the assistance of his grandmother, a midwife. His name was initially misspelled as Anthony on his birth certificate. His family had recently arrived in the Lower 9th Ward from Vacherie, Louisiana. His father was a part-time violin player; who worked at a race-track.

He attended Howard University, leaving to start work as a helper to an ice delivery man. Domino learned to play the piano in about 1938 from his brother-in-law, the jazz guitarist Harrison Verrett.

The musician was married to Rosemary Domino (née Hall) from 1947 until her death in 2008; the couple had eight children: Antoine III, Anatole, Andre, Antonio, Antoinette, Andrea, Anola and Adonica. Even after his success, he continued to live in his old neighborhood, the Lower 9th Ward, until after Hurricane Katrina, when he moved to a suburb of New Orleans.

By age 14, Domino was performing in New Orleans bars. In 1947, Billy Diamond, a New Orleans bandleader, accepted an invitation to hear the young pianist perform at a backyard barbecue. Domino played well enough that Diamond

(Continued on page 5)

## Directors Message by Bob Johnson January 2020



Mary and I hope that you had a very Joyous Christmas and a happy new year. We again spent the Christmas holidays with our family at our home. We have lived in Shafer for 50 years in the same house; there have been so very many changes in our area since 1969. This will be the second year that we have not attended the January winter LCOC board meeting, no more traveling south in January to spend four days in a hotel. Again this year, we will stay home and forgo the worry over furnace failure and frozen pipes. Winter came to Shafer about a month early after a very short, but wet fall season. In just a blink of an eye, fall came and went. Perhaps, we will be truly lucky and have an early spring. February would be fine. One can always have hope. With each year that I age, the less I look forward to the long winter season. But the quality of life and our many good friends and relatives make this a nice place for Mary and I. Every part of the country has its pros and cons.

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. Please RSVP to Bob Johnson by Thursday, January 23, as Jay will be on a sabbatical to Vietnam. Hopefully, he can sign up for a few members for the Lincoln club while he is there.

Once again, we will join with our CCCA friends in February for a combination of potluck and auction. As in prior years, it will be at the Firefighters museum, 664 22nd Avenue NE in Minneapolis. We will see you there Saturday, February 16 at 5 p.m. See the back page of this newsletter for more information. Updates will be in the February issue.

The seventh annual Lincoln Homecoming, the annual gathering of the four major Lincoln clubs, will recognize the centennial of the Lincoln Motor Company; which was founded in 1920 to build automobiles. That celebration will take place on the museum grounds this August 5 - 10 and will be preceded by a gathering in Dearborn, Michigan August 2-5.

In January, Dave will be sending out our North Star membership renewals for 2020. Region dues will remain at \$20 again for this coming year. David would appreciate you updating the information on the renewal form and send it in the envelope provided to Matt Foley with your renewal check, so we can update our membership records.

I'm reviewing our LCOC Membership base through November 2019; we have 15 new members for 2019. New members are Bob Peterson, Prior Lake; Scott Glover, Bloomington; Jerry and Carole Mehr, St. Joseph; John Zwinger, Hastings; Matthew Waldham, St. Cloud; Nick Goman, Clear Lake; Rick and Katie Montpetit, Inver Grove Heights; James Hamann, Brooklyn Center; Sam Benton, Silver Lake; Patrick T Flavin, Buffalo; William and Jessica Vickers, Red Wing; Jim Olson, Mendota Heights; Daniel Lubbers, Minneapolis; Randy Smith, Atwater and Vanessa Myhre Formico, Circle Pines. When looking at individual expirations, I found around a dozen persons who had not renewed their LCOC national membership, but after reminding them, they are joining back up for another year. If you think you have not renewed, all you have to do is call Cornerstone Registration 763-420-7829 and ask them to check your membership status, and you can use your credit card to renew over the phone.

HUSTLE is the term I will use to increase our LCOC club membership in 2020. Our personal effort is needed to hustle any person who has an affection for the Lincoln motor car. Old or new, classic or custom, driver or show car, hot rod or dragster, work car or beater or anybody that just loves our Lincolns, let us get them to become members. It is up to you to HUSTLE everyone that you feel would enjoy our Lincoln car hobby, please recruit them for our LCOC national club and we will give every new member a free first year membership in the North Star Region. HUSTLE, HUSTLE, AND HUSTLE some more in 2020.

Our Facebook presence continues to grow with likes of up to 254 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

Now is time to write your Pride and Joy Lincoln articles for Dave. We all want to hear your story and what you like about your Lincoln.

As always, keep the journey continuing in our marvelous Lincolns, see you all in 2020.

*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	2022
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	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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

## *70s Lincolns continues...*

*(Continued from page 1)*

least offer more creature comforts. An example is the AM/FM/MPX stereo radio with a stereo tape player. For 1973, Lincoln offered a four-speaker sound system with eight-track stereo reproduction. For 1974 there were five AM and FM choices, and the 1973 sliding-bar switch for AM/FM selection was replaced with two pushbuttons. The seek-and-scan unit was controlled for selectivity by a town-and-country selector. Additionally, the FM scan could be programmed to stop only at stations broadcasting in stereo.

Lincoln-Mercury went to a solid state ignition system for the Lincoln 460 engine. Little by little, Lincoln was moving in the direction of full computerization.

In the first year of a fuel crisis, 1974 the U.S. Gas prices shot up from about 32 cents a gallon for regular to 50 cents, closer to 60 cents for 91 octane; which the Lincoln required. This was the major reason why production dropped to 36,669. compared to 58,636 for 1973, a 37 percent drop!

Although it does not look like it at first glance, the 1975 Lincoln Continental was considered a major redesign. Formerly, the "B" pillar in the sedan was so narrow that the car looked like a four-door hard-top. Now the "B" pillar in the sedan was widened so much that it became a styling element. The widening was enhanced with optional coach lights. The upper door molding disappeared. The door outline became the molding, something that the Cadillac Fleetwood had pioneered in 1938. The grille received only minor changes. This was the real beginning of the Lincoln Town Car look, which was, in a way a throwback to the thirties. (But, remember, in 1975 the "Town Car" was still an optional package.) The instrument panel was completely redesigned for the first time since 1970. With this redesign, the Lincoln Continental coupe was no longer a true pillarless hardtop, but a pillared two-door coupe. The coupe's fixed rear quarter window cut-out was offset with optional carriage lamps. The Town Coupe remained an option.

The Town Car/Town Coupe package included: power vent windows, coach lamps (called "Carriage Lamps" in the Town Coupe), exterior nameplate, six-way power seat with leather seating surfaces, special trim, and door panels, deep cut pile carpeting (even in the luggage compartment), glove box vanity mirror, and interior nameplate with a gold accent. In the Town Car, this posh package cost \$635.47 extra; in the Town Coupe, it cost \$567.47 extra.

*(Continued on page 5)*

(Continued from page 3)

asked him to join his band, the Solid Senders, at the Hideaway Club in New Orleans, where he would earn \$3 a week playing the piano. Diamond nicknamed him "Fats" because Domino reminded him of the renowned pianist's Fats Waller and Fats Pichon, but also because of his large appetite.

Domino was signed to the Imperial Records label in 1949 by owner Lew Chudd, to be paid royalties based on sales instead of a fee for each song. He and producer Dave Bartholomew wrote "The Fat Man," a toned down version of a song about drug addicts called "Junker Blues"; the record had sold a million copies by 1951. Featuring a rolling piano and Domino vocalizing "wah-wah" over a strong backbeat, "The Fat Man" is widely considered the first rock-and-roll record to achieve this level of sales. In 2015, the song would enter the Grammy Hall of Fame.

While Domino's own recordings were done for Imperial, he sometimes sat in during that time as a session musician on recordings by other artists for other record labels. Domino's rolling piano triplets provided the memorable instrumental introduction for Lloyd Price's first hit, "Lawdy Miss

(Continued on page 6)

## 70s Lincolns continued...

(Continued from page 4)

It is generally believed that the pillar-less hardtop disappeared in 1975 because the public was moving away from the hardtop era; which began at General Motors Corp. in 1949. This is not substantiated by sales figures. It was the government that killed the hard-top. Beginning with the 1974 models, there was a federal roof "crush test" requirement. In the case of the Lincoln Continental, the roof had to resist about 7,500 pounds of weight which meant reinforced roof pillars, a stronger, hence thicker, "B" pillar and "C" pillar, thicker sheet metal and other reinforcements. This did not show up in 1974 models but it did show up in 1975.

Even though the AM/FM/MPX stereo radio with stereo tape player was offered in 1974, it was an option. Standard equipment was still merely an AM radio. In 1975, the MPX unit became standard equipment. The 460 cid V-8 in 1975 could still move the big 232.9-inch long, 5,200 pound Lincoln Continental from 0 to 60 in 10.5 sec-onds, which was slightly better than Cadillac. Despite the increasing price of fuel and inflation, For 1975, Lincoln production was 33,513 sedans and 21,185 coupes, or 54,698 total.

The 1976 Lincoln was virtually unchanged from 1975. A padded vinyl roof was part of the Town Car and Town Coupe package. 1975 was the first year that the oval opera windows became available, but only in the four-door and only as an \$84 option. A vinyl coach roof was offered in 14 colors matching an ever widening selection of body colors. This was a thickly padded vinyl "half roof." A wide molding extended over the roof at the center pillar. The Town Car and Town Coupe had loose pillow leather or velour seating starting in 1975. These were bench seats. Twin Comfort Lounge seats were optional in velour or leather. New options included two radio packages: AM/FM stereo search at \$300, and AM/FM stereo search with Quadrasonic tape player at \$387, the latter being an industry first. Horsepower for the 460 was 202 at 3,800 rpms. In 1976, production was up to 68,646 Lincoln Continentals, including 24,663 coupes and 43,983 sedans.



A CB radio was available for the 1977 Lincoln.

For 1977, the model lineup remained the same as 1976 with the Town Car and Town Coupe continued as options. 1977 styling was hardly changed from 1976 except for the front end; which took its styling cue from the new Continental Mark V styled under Don DeLa-Rossa. The base engine announced at first was the time tested 460, then the 400 soon became the standard engine with the 460 four-barrel optional. (The 400 was the only engine allowed in California.) The 460 was rated at 208 hp at 4,000 rpm, and the 400 was rated at 179 hp at 4,000 rpm. New options included illuminated entry, fixed glass moonroof and CB radio. The Town Car and Town Coupe added a new Valino grain full vinyl roof and center pillar coach lamps. The Town Car had Town Car script on the front fender and the Town Coupe had Town Coupe script on the rear quarters of the roof. Both models had leather seating surfaces with the loose pillow design. In addition, they had power vent windows and a six-way power seat. A new special edition that year was the Williamsburg Town Car in silver or cordovan. The Williamsburgs always had a full vinyl roof as opposed to a half-vinyl coach roof. 1977 Lincoln Continental production was 95,600, 68,160 sedans and 27,440 coupes.

By 1978, there wasn't much new about the Lincoln Continental. Styling was in its fourth year. There were new wheel covers, new fender skirts, and there were subtle interior changes. Why change a good thing which was selling quite well, especially when it was the biggest and most gas-thirsty luxury car in America. The standard 400 cid engine was reduced to 166 hp at 3,800 rpm while the optional 460 was up to 210 hp at 4,200 rpm.



No mistaking Lincoln for any other car.

(Continued on page 6)

## More 70s Lincolns

(Continued from page 5)

*Clawdy*," recorded for Specialty Records March 13, 1952, at Cosimo Matassa's J&M Studios in New Orleans (where Domino himself had earlier recorded "The Fat Man" and other songs).

Domino crossed into the pop mainstream with "Ain't That a Shame" (mis-labeled as "Ain't It a Shame"), which reached the Top Ten. This was the first of his records to appear on the *Billboard* pop singles chart (July 16, 1955), with the debut at number 14.

Domino's debut album contained several of his recent hits and earlier blues tracks that had not been released as singles, and was issued on the Imperial label in November 1955, and was reissued as *Rock and Rollin' with Fats Domino*. The re-issue reached number 17 on the *Billboard* Pop Albums chart.

His 1956 recording of "Blueberry Hill," a 1940 song by Vincent Rose, Al Lewis and Larry Stock (which had previously been recorded by Gene Autry, Louis Armstrong, and others), reached number 2 on the *Billboard* jukebox chart for two weeks and was number 1 on the rhythm and blues chart for 11 weeks.

Domino had further hit singles between 1956

(Continued on page 7)

(Continued from page 5)

The 1978 Lincoln Continental brochure lists the following as Town Car and Town Coupe options: All of the Lincoln Continental standard features plus--power vent windows, Twin Comfort Lounge seats with passenger recliner including 6-way/6-way power driver and passenger seats (available in leather with vinyl or Media velour), carpeted luggage compartment with spare tire curtain, unique upper



The last of the big ones. This model was the largest American car in production. In 1980, all Lincolns were significantly smaller.

door and quarter trim panels, full vinyl roof, coach lamps, Town Car/Town Coupe identification.

Here is how the 1978 brochure described the Williamsburg Town Car: "The rich Cordovan colors are applied in two subtly different shades. The body sides carry a deeper tone and are punctuated by thin dual stripes. The same color scheme is available in elegant Champagne. The Interior Light Group, consisting of a dual beam map/dome lamp and lighted visor vanity mirrors, is standard on the Williamsburg, as are the 6-way power Twin comfort Lounge seats with passenger recliner, the Valino grain full vinyl roof, the power vent windows, matching premium bodyside moldings and custom paint stripes. Once yours, the Williamsburg carries your personal name plate." The Williamsburg did not have the rear quarter oval windows or coach lamps. 1978 brought a host of new colors and clear-coat final finishes, first used on the 1977 Lincoln Versailles. 1978 production was 20,977 coupes and 67,110 sedans, or 88,087 total.

The biggest news of 1979 was the "Collector's Series," commemorating the last year of the big Lincoln Continental and Continental Mark V. The Collector's Series was offered in white or midnight blue with matching vinyl roof. The vinyl roof came only in a coach roof or half roof. There were a very limited number of Collector's Series in silver metallic and diamond blue metallic. All Collector's Series has "Collect" stamped on the

cowl tag and include the color code. Interiors were "Khasmin II luxury cloth" or leather in midnight blue. Khasmin II was not limited to the seats. It was also used to wrap the interior garnish moldings and sunvisors. The headliner was not vinyl, but Harvard cloth, another fine fabric. The Collector's Series was not offered in a Lincoln Continental coupe.

The grille bars were gold plated, and there were several gold plated accents on the cars. Turbine-style cast aluminum wheels were painted midnight blue between the spokes. The body sides sported unique paint stripes plus lower body-side moldings keyed to the body color.

The steering wheel rim and hub held wood tone applique inserts and a special hub ornament. Other Collector's Series touches were 36-ounce midnight blue Tiffany pile carpeting, 18-ounce pile carpeting in the trunk, leather bound tool kit and leather bound owner's manual, umbrella, power mini-vent windows, illuminated entry, overhead dual-beam map/dome lamp, power door locks, speed control, automatic headlamps, automatic headlamp dimmer, AM/FM stereo eight-track sound system, power antenna, rear window defroster with heated outside mirrors, lighted vanity mirrors, tilt steering wheel, delay windshield wipers, remote trunk release, special battery, wide band white sidewall tires, right hand remote control mirror, and remote control garage door opener. There was no oval opera window in the Collector's Series sedan, and it is doubtful that you



Shown above, optional sun roof.

could order one because the Collector's Series signature plate was on the rear quarter roof panel.

The Williamsburg Town Car now came in seven dual-shade color combinations. This was the last year of the Williamsburg and the only year of the Collector's Series.

The base price of the Lincoln Continental

(Continued on page 7)

(Continued from page 6)

and 1959, including "When My Dreamboat Comes Home" (Pop number 14), "I'm Walkin'" (Pop number 4), "Valley of Tears" (Pop number 8), "It's You I Love" (Pop number 6), "Whole Lotta Lovin'" (Pop number 6), "I Want to Walk You Home" (Pop number 8), and "Be My Guest" (Pop number 8).

In November 1957, Domino appeared on the Ed Sullivan TV program; no disturbance accompanied this performance. In the same year, the article "King of Rock 'n' Roll" in *Ebony* (magazine) featured Domino who said he was on the road 340 days a year, up to \$2,500 per evening, and grossing over \$500,000; Domino also told readers that he owned 50 suits, 100 pairs of shoes and a \$1,500 diamond horseshoe stick pin.

Domino had a steady series of hits for Imperial through early 1962, including "Walking' to New Orleans" (1960, Pop number 6), co-written by Bobby Charles, and "My Girl Josephine" (Pop number 14) in the same year. He toured Europe in 1962 and met the Beatles who would later cite Domino as an inspiration. After returning, he played the first of his many stands in Las Vegas.

Imperial Records was sold in early 1963, and Domino left the label. "I stuck with them until they sold out," he said in 1979. In all, he recorded over 60 singles for Imperial, plac-

(Continued on page 8)

## More Continental

(Continued from page 6)

was \$10,985 in the coupe and \$11,200 in the sedan. The Collector's Series was a \$4,736 option, \$5,163, with leather seats. The Williamsburg series was a \$1,617 option, \$1,829 with leather seats. The Town Car was now a \$1,517 option and the Town Coupe an option at the same price. Production was 76,458 sedans and 16,142 coupes or 92,600 total, not bad for the last of the big Lincolns.

The 400 was the only engine available in that last year, and horsepower was down to



1979 Continental Collectors Series.

159 at 3,400 rpm. By 1979, federal emissions regulations were so tight that the 460 was no longer available.

Possibly the most sought after seventies Lincoln Continental now is the 1979 Collector's Series. There are a fair number still around because owners have seen them as collector's items since new. It is difficult, but not impossible, to find a Collector's Series with very low mileage. There are quite a few around with high mileage, as much as 200,000 miles that still look and run like 20,000 mile automobiles.

Lincoln Continentals of the seventies are extremely popular with collectors today for several reasons. First, they are the last of the big Lincolns with healthy gas appetites to go along with it. Second, they have a Classic Era look; which was intentional. They were deliberately designed to look like Packards, Pierce-Arrows, Marmons and Senior Lin-

From 1977 to 1979, in addition to moonroofs, Lincoln offered permanent glasstops, similar to those on the fifties Ford Skyliner and Mercury Sun Valley. The seventies version was glass, not plexiglass, as in the earlier cars. The glass was so deeply tinted that it almost had the effect of one way glass. There was an optional rigid panel inside that slid forward to cut off the glasstop. The glasstop was available on both the Lincoln Continental two-door and four-door, but not on the Mark V or Versailles. We know that a few of these cars have survived, but do not know how many or where they are located.

## Road testing the 79s

This article first appeared in the July/August 2003 issue of Continental Comments.

In their July 1979 issue, *Motor Trend* did a highly personalized evaluation and road test of the 1979 Lincoln Town Car. This was called to our attention when reprinted in the May 2001 issue of *Continental News/Views Star*, the publication of the U.K. Region of LCOC. Part of *Motor Trend's* 1979 report was reprinted previously in *Continental Comments*. This is the report in its entirety.

**"The 1979 Lincoln town Car, America's last chance at traditional luxury."**

"The Lincoln line is a proud one and has produced some of the more innovative stylings in automotive history, but somewhere along the line (and about the same time the colors black and pink became au courant), it became fashionable to have the biggest car possible. It was all very acceptable (nay, expected) for the period; certainly, tailfins were approaching their zenith, and the bodies they grew from were purely comical. Surely the public (as well as the stylists) could not bear much more. And in the early sixties, a modicum of prudence returned to southernmost Michigan. Body lines became smoother and more homologous, but the car remained as large or larger than its Pleistocene predecessors. Naturally, Lincoln and Cadillac were leading the pack.

And so it went until the end of the decade when "carthink" moved into massive engine displacements that matched equally massive exterior dimensions. It's been a downslide to the edge of the world ever since; Cadillac (except for its limo) decided it was totally fashionable to get small and went over the edge two years previous, leaving Lincoln with an open field and giving rise to sales of more than 50,000 Lincolns and Mark Vs in the first three months of the '79 model year.

The year before that, the division sold 55% more Lincolns than it did in 1973; which happened to be the biggest automotive boom year in history.

The Lincoln Town Car is unique in terms of sales and size. In 1980, cars that fail to produce x number of miles per gallon will be taxed accordingly on a sliding scale, and this will continue into 1985, at least. In this context, the Lincoln is a top contender for bottom-of-the-barrel fuel economy, but even a guzzler tax won't stop the people who really want the car from buying it.

But the government will. The guzzler tax is

(Continued on page 8)

(Continued from page 7)

ing 40 songs in the top 10 on the rhythm and blues chart and 11 in the top 10 on the Pop chart, 27 of which were double-sided hits.

Domino moved to ABC-Paramount Records in 1963. The label dictated that he record in Nashville, Tennessee, rather than New Orleans. He was assigned a new producer (Felton Jarvis) and a new arranger (Bill Justis). Domino's long-term collaboration with the producer, arranger, and frequent co-writer Dave Bartholomew, who oversaw virtually all of his Imperial hits, was seemingly at an end. Jarvis and Justis changed the Domino sound somewhat, notably by adding the backing of a country politician-style vocal chorus to most of his new recordings. He released 11 singles for ABC-Paramount, several which hit the Top 100 but just once entering the Top 40 ("Red Sails in the Sunset," 1963). By the end of 1964, the British Invasion had changed the tastes of the record-buying public, and Domino's chart run was over.

Despite the lack of chart success, Domino continued to record steadily until about 1970, leaving ABC-Paramount in mid-1965 and recording for Mercury Records, where he delivered a live album and two singles.

In 1986, Domino was one of the first musicians

(Continued on page 9)

## Motor Trend Tests the 1979 Lincoln

(Continued from page 7)

purely incidental; what really matters is the corporate average fuel economy (CAFE). And with that spectrum hanging in the doorway, it is easy to accept the importance of 28 mpg Capris and Bobcats. So, the longer the Lincoln remains, the harder the division will have to work at selling mileage.

But what of consumer preference? If it



The late David Saxon's Continental at the LCOC Mid-America at Red Wing, Minnesota in 2002.

were the opinion of the American big-car buyer (there are more of them than you think), Lincoln could build and sell these cars indefinitely; but people who are not big-car types will eschew the car because to entertain such extravagance in the energy consciousness of today seems ethically and morally wrong. A lot of people who secretly aspire to the heady realm of luxury would like to step out of the closet but are unable to because of conscience and peer pressure. The big-car mentality isn't bothered by this in the least because, to it, the Lincoln is as sensible a car like the Honda Civic.

The last time we drove a Lincoln Town Car, we won't forget. That was the time we and Uncle Louie (it was his car) went to the Clam Broth House in Hoboken, New Jersey. The Clam Broth is an old, old joint a few blocks from a reconstructed wharf area, except that where the CBH is, it hasn't been rebuilt, so parking is a real problem, and people on the street associate big cars with people who do their best work after midnight.

So I proceeded to bumper park the long boat, successfully wedging it between two rotting hulks masquerading as cars. When we got out, every baleful eye on the block fixed us until we crossed the street and stepped into that malodorous haven.

Attention like that you don't need, but it is a fact of life with the Lincoln, whether you are on the wrong side of the tracks or at the Ritz. Quite simply, it denotes success, even if

you ride around in a T-shirt and cutoffs, as I was, it won't do. Being alone in a Lincoln is like being in a gym two hours before the big game: you feel ridiculous. The Town Car seems to respond better when it's full of T-shirts and cutoffs, anyway. A compliment of passengers puts the creature to work, loading its suspension, and bringing out its best quality: complete comfort for six.

Driving America's largest production vehicle takes a lot of getting used to after years behind the wheels of the other cars. It's nostalgia to the max, the late fifties in living sheet metal; it's a remembrance of all the cars anyone over 40 grew up with, except that the view from the Town Car is even better. But, despite an incredible number 28.5 square feet of glass, the Lincoln entertains a rather serious blind spot in its left rear corner. The width and squareness of the body and the high catwalk (top of the doors) reveal another phenomenon. When there is something small directly behind the car, it becomes invisible in the side-view mirrors.

Although the manually adjusted side views were incongruous with the luxury car's demeanor, they were the only non-power option we could find, save for the cigar lighter. The rest of the car was crawling with them. The base Lincoln four-door with 6.6-litre V-8, automatic transmission, power steering, power brakes, power windows, Cartier digital clock, steel-belted radial tires, solid-state ignition, coolant recovery system, remote control left dash hand mirror, and cornering lights, costs \$11,713 plus tax.

Since Lincoln doesn't come equipped with a vinyl roof, you must have one (\$285), as well as the following: California emissions package (\$84), illuminated entry system (\$65), headlamp convenience group (\$140), white side-walls (\$54), defroster group (\$121), tilt steering wheel (\$81), speed control (\$140), the four-wheel disc brakes anti-dash skid system and Sure-Track differential (\$525), CB radio (\$321), AM/FM stereo search with Quadrophonic eight-track tape (\$407), interval windshield wipers (\$39), Town Car option (\$1,527), appearance protection group (\$91), lower body protection (\$35), right dash hand remote-control mirror (\$39), illuminated outside thermometer (\$28), heavy-duty battery, (\$21), interior light group (\$135), power door locks (\$155) forged aluminum wheels (\$373), and body side mold-

(Continued on page 9)

(Continued from page 8)

to be inducted into the Rock and Roll Hall of Fame. He also received the Grammy Lifetime Achievement Award in 1987. Domino's last album for a major label, *Christmas Is a Special Day*, was released in 1993.

Domino lived in a mansion in a predominantly working-class neighborhood in the Lower 9th Ward, where he was a familiar sight in his bright pink Cadillac automobile. He made yearly appearances at the New Orleans Jazz & Heritage Festival and other local events.

In 1998, President Bill Clinton awarded him the National Medal of Arts. Domino declined an invitation to perform at the White House.

In 2004, *Rolling Stone* magazine ranked him number 25 on its list of the "100 Greatest Artists of All Time" in an essay written by Dr. John.

As Hurricane Katrina approached New Orleans in August 2005, Domino chose to stay at home with his family, partly because his wife, Rosemary, was in poor health. His house was in an area that was heavily flooded.

Domino was rumored to have died, and his home was vandalized when someone spray-painted the message "RIP Fats. You will be missed." On September 1, the talent agent Al Embry announced that he had not heard from Domino since before the hurri-

(Continued on page 10)

## Road test continued...

(Continued from page 8)  
ings (\$136).

Full tilt? You bet because nobody buys a Lincoln any other way unless he plans to be buried in it. For what the options cost, you could purchase a fairly well-equipped Pinto as a second car. Some of these items on this list may seem extraneous, but hidden in the various "groups" are safety and convenience devices we'd have on any car.



Alex Pierce showed this 1979 Continental Collectors Series Town Car at the 2002 Eastern National Meet at Nashville, Tennessee.

The autolamp headlight system, touch-dash control stereo, six-way power seat, and the steering wheel mounted cruise control are gimmicks that make sense. This pragmatism is carried through to Lincoln's mechanicals; the most outstanding being the anti-skid system with its dinner plate-size disc brakes.

Although we didn't instrument the car for stopping distance, and although it won't change history with the length of macadam it requires to still its heft, the Lincoln assured us that it would come down brutally straight every time you need it, and it's a feeling you never forget. But going is more costly than stopping; the Town Car swallows gasoline like a super tanker gobbles crude, although careful open road maneuvering can mean as much as 16 mpg at the national limit. Our test loop included an inordinate amount of stop-and-go traffic, but the big car managed something just under 12 mpg. So, who really cares? Certainly not the owner of a future collectible.

One would think that the Town Car's superior weight and the 127-inch wheelbase would effectively smother bumps, but in spite of heavy suspension, the front wheels would judder slightly, and the rear wheel seemed to do a shuffle all their own on uneven pavement. Single-wheel bumps, if they are severe enough, are transmitted directly to the steering column

and dashboard.

Cruising quietly is what the Town Car does best, and all the interior appointments that help its occupants enjoy that are there, except for the opulence. We can chalk that up to the particular color scheme adapted to the test Lincoln. It was a monochromatic frieze of a curious oyster color, broken only by the simulated wood trim and two-shades-darker carpeting. The headliner was stretched as it seems in places and made from the same chintzoid material found in patrol cars. There seem to be no official boundaries inside, and the definition one would expect is hidden in yards of off-white leather and plastic (an artful blending of the two substances, but a close look will reveal which). Only with the presence of the occupants is it capable of establishing where the seats end and where the door panels begin.

The doors to which the panels are attached are surprisingly light, due to the fact that there are four of them, which makes them smaller than those on the coupe, and that they are devoid of window frames. They are hollow sounding and close with a "tink" instead of a "thunk." This may be a boon in disguise simply because they make entering the car effortless. There's no stepping down; there's sliding in, and that's extremely easy to do on the leather facings. The six-way power seat is just as soothing, and the passenger side even reclines, but this is a \$17,000 automobile, so why doesn't the one for the driver do the same?

The Lincoln is the last of the mastodons and headed for the tarpit because evolution is coming down fast, and maybe that's where the purpose of the Town Car lies. The Lincoln Mercury Division will sell everyone it makes, whether or not they conform to past stature. People will buy them to put in their own museums because there will never be anything like them again."

The 2019 prices are still fairly low for these fine automobiles. The really do make a good collectable car for any Lincoln fancier.

(Continued from page 9)

cane struck. Later that day, CNN reported that Domino had been rescued by a Coast Guard helicopter. Until then, even family members had not heard from him since before the storm. Embry confirmed that Domino and his family had been rescued. The family was then taken to a shelter in Baton Rouge, after which they were picked up by JaMarcus Russell, the starting quarterback of the Louisiana State University football team, and the boyfriend of Domino's granddaughter. He let the family stay in his apartment. The *Washington Post* reported that on September 2, they had left Russell's apartment after sleeping three nights on the couch. "We've lost everything," Domino said, according to the *Post*.

By January 2006, work to gut and repair Domino's home and office had begun (see *Reconstruction of New Orleans*). In the meantime, the Domino family resided in Harvey, Louisiana.

President George W. Bush made a personal visit and replaced the National Medal of Arts that President Bill Clinton had previously awarded Domino. The gold records were replaced by the RIAA and Capitol Records, which owned the Imperial Records catalogue.

Domino (age 78), with the National Medal of Arts, replaced by President George W. Bush Au-

(Continued on page 11)

## All original 1946 Lincoln Sedan in Wing Gray

This delightful story about a very nice 1946 Lincoln was written by Tim Howley and first appeared in the LCOC publication, Continental Comments, the July/August 2002 issue. Sadly, Jack Vanatta passed away a few years ago and his wife, Julia offered it for sale to the collector community. It was her wish that this fine automobile would go to a nice home and be loved as much as she and Jack did during their period of ownership. That wish was realized when Scott and Jenni Marker-Johnson purchased the 1946 Lincoln from her. The Johnson's are members of LCOC and the North Star Region and have brought the 1946 to several of our shows.



Nothing could be finer than a 1946 all original Lincoln sedan. This car was shown at the Mid-America LCOC meet in Red Wing in 2002. Owned at that time by Jack and Julia Vanatta of Minneapolis, Minnesota.

The 1946 Lincolns were rare even in 1946. The factory gives no break-out of the three body styles, four-door sedan, two-door club coupe, and convertible. The total production of all three was 16,645. There were another 265 Lincoln Continental Coupes and 201 Lincoln Continental Cabriolets.

I only remember seeing one new in Minneapolis that was a 1947 club coupe owned by the grandfather of my childhood pal, Bill Lindstrom, and that was the swellest car in the neighborhood. About a mile away, there was a dark green Lincoln Continental Coupe. If there were more, I would have remembered them because that Lincoln 1947 club coupe stuck to the roof of my mind like peanut butter.

Then in the fifties, I remember seeing more Lincolns in the Twin Cities area, all Lincoln Continentals, and the owners were quite proud of the cars' popularity. They extolled the virtues of the Lincoln & Continental Owners Club, described to me as a very elite organization. In 1959, Cedric Adams,

the most popular radio and television personality in the Twin Cities, drove a black 1946-48 era Lincoln Continental coupe. I just don't ever remember any of the sedans tooling around Minneapolis and St. Paul in the old days, but there had to be some.

Jack and Julia Vanatta, Minneapolis, entered the only Lincoln HV-12 at the Red Wing, Minnesota Meet last summer. (There were several HV-12 Lincoln Continentals.) This is an all original Wing Gray sedan originally from Portland, Oregon. See, more than a half-century later, a Twin Cities couple had to go all the way to the West Coast for a forties Lincoln sedan.

This is the story that goes with the car. The price was \$2,337, which was a lot of money in 1946 when a Ford cost about half that amount. The serial number is HH-143078. Walter J. Widmer was a plumbing, heating and air conditioning contractor in Portland, Oregon, in the forties. He also served as a director in their national association. Each summer, he would travel out east for their convention, and he would often come through Detroit on his way back to "break in" a new vehicle on his way home. In 1946, he bought this car to replace an old family favorite, a 1939 Lincoln-Zephyr. At the time, new car purchases in Portland were published in the local newspaper. Being a private man, Walter registered the car in his wife's maiden name, and at her parents' address. The service policy the Vanatta's received with the car indicates an in service date of September 11, 1946.



Charlotte Widmer was the primary driver of the car and cared for it like a family heirloom. She didn't drive the car if it was supposed to rain; which happens all too frequently in Portland. She kept the seats covered. When the car did get wet, she towed it dry and left the doors open in the air to dry the rubber seals.

(Continued on page 11)

(Continued from page 10)

gust 29, 2006, after the original medal, awarded to him by President Bill Clinton, was lost in the floodwaters of Hurricane Katrina.

Domino returned to stage May 19, 2007, at Tipitina's at New Orleans, performing to a full house. This would be his last public performance. The concert was recorded for a 2008 TV presentation entitled *Fats Domino: Walkin' Back to New Orleans*. This was a fund-raising concert, featuring a number of artists; Domino donated his fee to the cause. Later that year, a Vanguard record was released, *Goin' Home: A Tribute to Fats Domino* featuring his songs as recorded by Elton John, Neil Young, Tom Petty, Robert Plant, Willie Nelson, Norah Jones, Lenny Kravitz, and Lucinda Williams. A portion of the proceeds was to be used by the Foundation to help restore Domino's publishing office which had been damaged by the hurricane.

In September 2007, Domino was inducted into the Louisiana Music Hall of Fame. He was also inducted into the Delta Music Museum Hall of Fame in Ferriday, Louisiana.

Domino died October 24, 2017, at his home in Harvey, Louisiana, at the age of 89, from natural causes, according to the

(Continued on page 12)

## More '46 Lincoln

(Continued from page 10)

The Widmers respected cars, and treated them with TLC. Mr. Widmer was convinced that the late-forties Lincoln would become a classic, and at that time, he was one of very few who did. A Lincoln Continental, yes, but not a 1946 sedan in 1946.



Hood chrome strip is unique to '46 and early '47 models.

According to the Widmer's daughter, when the '46 sedan had served its purpose, it was stored in a heated garage alongside their 1914 White gas car. (White also built a steam car.) These were later joined by their 1952 and 1969 Lincolns and a Mercedes-Benz diesel. Records indicate that the 1946 Lincoln was only driven about 400 miles between 1958 and 2002. In 1992, the Widmer's grandson took the Lincoln to a Forest Grove show near Portland.

The car had a second owner, who bought the car from the Widmers in 1996. The Vanatta's bought the car from the second owner in Portland in the summer of 2002. The Red Wing meet was the car's first Minnesota showing.

The Vanatta's found the car on the internet. The car has 61,000 miles and is in incredible condition. The seat covers, now removed from the car, reveal like new seats and an otherwise near new original interior. The steering wheel plastic shows not a crack. The original paint is nearly perfect, save a few places where it has been polished down to the prime coat. The engine compartment is spotless, and it has never been detailed. The V-12 engine runs as quietly and flawlessly as when it was new. All the Vanatta's have had to do was fix the windshield wipers. The former owner re-did the brakes.

The Vanatta's brought the car to the Western National Meet and Ford's 100th Anniversary Celebration in Dearborn in June. They drove the car to Manitowoc, Wisconsin, then boarded the Michigan Car Ferry and drove across Michigan to Dearborn. They reported no problems and smooth driving en route.

## Ford going to the dogs

This year when Ford Motor Co. went outside the company for the first time in 70 years to hire a chief financial officer, he came with an impressive pedigree — a resume that included top jobs at Amazon Inc. and Snap Inc. He also came with a pedigreed sidekick: a chief furry officer.



Wander past Tim Stone's glass-walled office on the 12th floor of Ford's world headquarters on any given day and lying at his feet is his lively, 7-year-old Australian shepherd, Finley; who has his own name badge and sly "CFO" title bestowed by his owner.

No, Ford hasn't gone to the dogs, but one has breached the executive suite.

"He's got a very clear job description, which is: Spirits high and stress low," Stone explained to a group of Bloomberg editors recently in New York. "And he kills it every day!"

Finley is more than just a good boy. He is the C-suite mascot for a pilot program offered to 1,300 office employees at Ford allowing them to bring their dogs to work. It's part of a larger effort by Ford to attract hard-to-get tech talent to the Motor City.

Other worker-friendly initiatives include a less hierarchical campus redesign and converting an abandoned train station in a rapidly gentrifying district of downtown Detroit into a

(Continued on page 12)

(Continued from page 11)  
coroner's office.

Domino was one of the biggest stars of rock and roll in the 1950s and one of the first rhythm and blues artists to gain popularity with white audiences. His biographer, Rick Coleman, argues that Domino's records and tours with rock-and-roll shows in that decade, bringing together black and white youths in a shared appreciation of his music, was a factor in the breakdown of racial segregation in the United States. The artist himself did not define his work as rock and roll, saying, "It wasn't anything but the same rhythm and blues I'd been playin' down in New Orleans."

According to Richie Unterberger, writing for AllMusic, Domino was one of the most consistent artists of early rock music, the bestselling African American rock-and-roll star of the 1950s, and the most popular singer of the "classic" New Orleans rhythm and blues style. His million-selling debut single, "The Fat man" (1949), is one of many that have been cited as the first rock and roll record. Robert Christgau wrote that Domino was "the most widely liked rock and roller of the '50s."

*From the internet*

## Ford welcomes dogs to the "Glass Tower."

(Continued from page 11)  
modern office space.

Ford (F) already has hired more than 3,000 workers with advanced computing skills, but it still needs hundreds more software engineers, data scientists, app developers, digital media specialists and more, Chief Talent Officer, Julie Lodge-Jarrett, wrote in a blog post Friday.



Ford Chief Financial Officer Tim Stone and his faithful companion, Finley, who gets to come to work with dad every day.

Seattle and Silicon Valley have long been veritable Fido fiefdoms, where tech giants and startups welcome workers' four-legged friends as a way to enhance work-life balance. Studies have shown that all-day access to man's best friend can reduce stress, improve productivity and possibly even curb employee turnover.

There's even a ranking of the most dog-friendly companies by a Seattle-based pet-service company, appropriately named Rover. The list is loaded with West Coast companies, while there are precious few Midwestern firms, and zero automakers.

Atop the list is Amazon (AMZN), which has 7,000 registered dogs, giving it a human-to-hound ratio of 7-to-1. On its Seattle campus, the online retail giant offers doggy day care, grooming and canine lunch options at Just Food for Dogs and Puddles Barkery.

One of those Amazon-approved pooches used to be Finley. His leash-holder, Stone, 52, spent two decades at Amazon, rising to vice president of finance. When he started at Ford in April, he didn't think twice about bringing his furry friend to the conservative confines of Ford's headquarters building known for decades as the "Glass House."

"It's been a cultural change," Stone said. "I was the first one to bring my dog in every day and when you start doing that, the tone from the top matters."

Part of Stone's mission at Ford is to challenge convention as the company works through a wrenching \$11 billion restructuring and embraces electric and self-driving cars. And his canine deputy helps push people outside their comfort zone.

"It makes meeting dialogues different," Stone said. "When you've got a dog in the room, it just makes it easier."



Finley also is helping Stone make more friends at his new employer by breaking down barriers at the 116-year-old auto company known for its pinstriped pecking order.

"People know the dog far more than they know me," Stone joked. "It makes the CFO more approachable. It's amazing how many people I run into and they're like, 'Oh, you have a great dog!'"

But Ford's pooch policy is still in the puppy phase. A spokesman emphasized that it remains just a test and dogs aren't allowed in common areas, like cafeterias and conference rooms. There is no doggy day care or bowls of treats doled out by receptionists, like at Amazon.

Still, Stone says Finley is teaching Ford a few new tricks.

"It totally changed the dynamic in so many ways," he said. "It just relaxes everybody."

## Welcome Wagon by Francis Kalvoda

by Francis J. Kalvoda Willmar, Minnesota.  
320-235-5777 fjk@charter.net



The Welcome Wagon, one of many, infrequently seen cruising the highways and byways in search of new Lincoln club members.

Micki and I hope you survived the holidays and enjoyed what seemed like four weekends within two weeks. Remember to write 2020 or MMXX when you're roman around.



Vanessa's dark green 1995 Mark VIII. A great highway cruiser. Formerly owned by club member, Ed Myhre..

Our first new member this month is **Vanessa Myhre-Formico**, 248 Twilite Terrace, Circle Pines, Minnesota 55104, 763-780-0580, [mrsformico@comcast.net](mailto:mrsformico@comcast.net). Many of you remember Ed Myhre, a long time North Star Lincoln Club member who brought many smiles and higher bids to our events needing an auctioneer. Ed passed away in November 2016, and he was Vanessa's proud father. Ed instilled that 'I can do anything' attitude in Vanessa. That was tested in 2016 when Vanessa's husband passed away in August and Ed passed away the day after Thanksgiving. With heartache, life goes on. Vanessa knew how much her dad enjoyed collector cars, the Lincoln Club members, especially Ken Sampson, so here she is officially welcomed to our family. Vanessa has the green 1995 Lincoln Mark VIII which Ed had. Vanessa also has a 1970 Chevy heavy 1/2S ton C-10 pickup which she has had since 1991 and restored it with Ed's guidance. Vanessa's brother James has the 1959 Ford Tudor Sedan mild custom which was truly Ed's pride and joy. Another brother, Joe, inherited the Chevy pickup which Ed had. For the last 30 years, Vanessa has helped ailing senior citizens stay in their homes or apartments. For the last seven years, Vanessa continues to serve those 60 and older as a Senior Outreach worker in the eight communities in Anoka County. Her Mark VIII has had a few electrical issues especially with the sound system. Due to limited storage, she is thinking the Lincoln in not going to be with her forever like the '70 Chev pickup. Per-

haps one of our North Star members has a suggestion or solution to the Mark VIII no sound from the aftermarket sound system which Ed installed. Thank goodness it is a very quiet and smooth Lincoln ride. Welcome to your North Star family, Vanessa!



Jim Olson's 1963 Continental Convertible.

This month I am also pleased to introduce **Jim Olson**, 717 Sylvandale Court South, Mendota Heights, Minnesota 55118, 651-270-3922, [olsonjd144@yahoo.com](mailto:olsonjd144@yahoo.com). Jim has been hooked as a car guy since he was a 13 year old Cadillac owner. I can relate since the first Cadillac I ever drove was my Uncle Emil Kalvoda's 1966 Coupe deVille. I will let Jim tell you about his passion for quality vehicles: *Bit about myself. Actually, I've been a Cadillac guy all my life. The first car I bought was a 1966 Cadillac Coupe when I was 13. Off and on, I have probably owned 20-30 Cadillacs throughout my life; primarily mid 1950s-mid-1960s. I started getting interested in Lincolns when I purchased two 1964 convertibles from an auction about 16 years ago; always regretted selling them. I had the opportunity to buy my current Lincoln about four years ago. It's a 1963 Lincoln Continental convertible with 50k miles on it. Best intentions were to restore it when I first purchased it, but our 4 year old daughter has been taking center stage. I am looking forward to starting the project next year with her at my side. I love all the connections I've had with fellow Lincoln fans!*



Jim's Continental even looks great with the top up. Hopefully, we will get to see this car at some club event next spring, when the good weather returns.

2020 is going to be a great year to connect with Lincoln fans. Many gatherings are planned both near and far to make new friends, meet old friends, and appreciate the quality of our Lincolns. Look forward to seeing Jim and Vanessa at quite a few events this year. HAPPY NEW YEAR!!

## Passages....



Mardell and Milt Petersen

Milton Chris Petersen Sr. 98 passed away peacefully on November 4, 2019, at Mission Nursing Home in Plymouth, Minnesota. He was born to the late Chris and Myrtle Petersen October 6, 1921, in Minneapolis Minnesota. Milton is survived by Milton Petersen Jr. (son) Judy Petersen (daughter) and husband Larry Ellestad, Step children Aaron Ellestad (Kate), Ashley Koshtuch (AJ).

He married Mardell June 15, 1946, and they lived in Richfield, Minnesota for 14 years. When he met Mardell, he wanted to marry her after only three months going together and they were inseparable. They did get married one year after meeting and went on to be married for 72 years until Mardell passed away on October 25, 2018.

Milton was never interested in school; he just wanted to start working. He only finished the eighth grade but went on to create his own Landscaping business that he and Mardell ran for 38 years. Milton retired at 62 and had over 36 years of traveling and enjoying life. His family would call them the road warriors because dad was most happy when in his car and running around. He had a passion for so many things from airplanes, cars, trains, motorcycles (although he never owned a motorcycle), to buying and developing land. That was one of their favorite pastimes was looking for property which they started doing even before they were married. Milton was raised on a dairy farm and although that never peaked his interest, he and Mardell bought 57 acres in Burnsville Minnesota, that ended up being a hobby farm. They raised chickens and horses with numerous cats and dogs.

He was a collector of cars, and he loved Lincolns and owned several. Three of Milton's Lincolns eventually found new homes with owners in other parts of the world. Two of the cars went to Norway and one to Mexico. He and Mardell were active members of the Lincoln club for many years.

They attended many events together, including one Lincoln meet at Indianapolis, where he got to drive his Lincoln around the Indy 500 Race Track. Over the years, the Petersens received a number of awards for having an exceptional car in its class. Milt was a kind soul who dearly loved his family. He always had a warm smile, a friendly handshake and interesting conversation for those he met. He will be missed by his fellow members in the North Star Region and the LCOC.

Private services for the immediate family were held on November 11, 2019, at Lakewood cemetery. There will be a celebration of Milton's life in the spring of 2020 with the date and time to be announced.

## Lincoln wins Top Ratings



The 2020 Lincoln Continental Sedan.

Both the Lincoln Continental and Lincoln Nautilus have earned best-in-class ratings in AutoPacific's 2019 Ideal Vehicle Awards; Continental was named the top car in the luxury car segment while Nautilus is tops among executive luxury SUVs.

AutoPacific Ideal Vehicle Awards recognize those vehicles that best meet the expectations of the clients who purchase them earlier this year, Lincoln Continental and Lincoln Nautilus also earned top ratings in AutoPacific's 2019 Vehicle Satisfaction Awards.

Lincoln Continental and Lincoln Nautilus continue to impress and meet the discerning expectations of luxury clients. Based on owner feedback, Lincoln Continental has earned best-in-class honors for luxury cars in AutoPacific's 2019 Ideal Vehicle Awards while Lincoln Nautilus takes the top spot among executive luxury SUVs.

The awards recognize vehicles that are ideal for their owners, with respondents rating 14 attributes ranging from technology offerings to interior quietness. The AutoPacific awards are based on responses from more than 50,000 owners of new vehicles across all major manufacturers.

"Our Ideal Vehicle Awards speak to a vehicle's layout and design," says AutoPacific president George Peterson. "Giving owners a chance to tell us what they would change and how they would change it reveals which vehicles are best designed to meet their needs and expectations."

Earlier this year, Lincoln Continental and Lincoln Nautilus also earned AutoPacific's 2019 Vehicle Satisfaction Awards, a key industry benchmark for measuring how satisfied owners are with their new vehicles. Continental earned best-in-class luxury car in vehicle satisfaction as well as top car in vehicle satisfaction, while Nautilus was named best-in-class among luxury crossover SUVs.

Lincoln's momentum continues with the recent launch of the all-new Aviator and Aviator Grand Touring, as well as with the all-new Corsair, which launched this past fall.

# *Preview of Coming Events*

- January      **Sunday Brunch, January 26** at 11:30 a.m. Chart House, 11287 Klamath Trail, Lakeville, Minnesota.  
RSVP to Bob Johnson, 651-257-1715 or email: arborbob41@aol.com
- February      **CCCA Potluck and Auction, Saturday, February 16**, 5 p.m. Firefighters Museum, 664 22nd Avenue,  
Minneapolis, Minnesota. RSVP to Tom Brace.
- March      **Sunday Brunch**, Dehn's County Manor, Maple Grove, Minnesota,  
Date to be announced in the February issue.



## **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](http://www.northstarlcoc.org) Click on publications.

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

## North Star Activities



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 22<sup>nd</sup> 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](mailto: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.



Watch for our March Sunday brunch  
Details will be in the February Newsletter

It will be at Dehn's Country Manor  
11281 Fernbrook Lane, Maple Grove

Not our usual brunch buffet, but a wide variety of menu choices will enable you to satisfy your hunger with very good food at a very reasonable price. You cannot afford to stay hungry at these prices.