

Jack and Marilyn's 1971 Continental Revisited



Fletcher's Continental at the Mid-America, 2008 in Duluth

Photo by Brian Carlson

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.

Once again, we reached into the deep dark repositories of history, the inner sanctum of all things Lincoln, and pulled out a delightful story from 2009 to reprint in this issue. Many of us in the Lincoln club have known Jack and Marilyn Fletcher for a long time. They are some of the most dedicated members that any of us will ever meet. But, we are sad to report that Marilyn has left us after a long illness, and we now have a void in our hearts that will be very hard to fill. We hope you enjoy this story, and it brings back some especially fine memory that you may have of both Marilyn and Jack Fletcher.

GOIN' FOR THE HAT-TRICK By Jack and Marilyn Fletcher

"Hockey-moms" know that scoring three goals in one game is called "doin' the hat-trick." For the 2008 show season, we decided to try to do a hat-trick with our '71 Continental Sedan by winning the Dr. Erwin C. Ruth Trophy at all three National Meets, Mid-America in Duluth, Minnesota, Eastern in Columbus, Ohio and Western in Irvine, California. This would be our second try at a hat-trick, as we had won two out of three "Ruths" in 1999, after which we placed the car in the Emeritus Class, where it was *driven* to ten consecutive meets and won two President's Trophies.

Starting in early April, preparations began to get the '71 show ready. Several electrical issues needed to be solved, complete detailing was necessary, intermittent carburetion problems were annoying, and the tires that had been installed in 1999 were as hard as rocks, so they were replaced. The day before leaving for the Duluth meet, the car was "finished." At Duluth, the car

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Trivia from the Internet



Faye Dunaway
American Actress

Dorothy Faye Dunaway (born January 14, 1941) is an American actress. She is the recipient of such accolades as an Academy Award, three Golden Globes, and a British Academy Film Award. In 2011, the government of France made her an Officer of the Order of Arts and Letters.

Her career began in the early 1960s on Broadway. She made her screen debut in the 1967 film *The Happening* and rose to fame that same year with her portrayal of outlaw Bonnie Parker in Arthur Penn's *Bonnie and Clyde*, for which she received her first Academy Award nomination. Her most notable films include the crime caper *The Thomas Crown Affair* (1968), the drama *The Arrangement* (1969), the revisionist western *Little Big Man* (1970), an adaptation of the Alexandre Dumas classic *The Three Musketeers* (1973), the neo-noir mystery *Chinatown* (1974), for which she earned her second Oscar nomination, the action-drama disaster

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Editors Message

April 2020

Gentle readers.... The month that we have been waiting for since November has finally arrived. Spring is more or less here, although most of us can remember heavy snows visiting in April, they are here one day and gone the next. Rain, however, is another thing and we can have a lot of the wet stuff during the next thirty days. Hopefully, we will see more sun than rain and that there will be ample opportunity to take one of the older cars out for a nice drive. The 1951 Cosmopolitan was the recipient of some front end work late last fall. The Cosmo had some overly loose steering and, as a result, would like to occupy more than one lane, while driving down the highway. Hopefully, the repairs will have fully corrected this unwanted behavior, and more time can be spent behind the wheel, enjoying the sun-filled day, rather than dodging cars on either side of you.

As most of us are painfully aware, our lifestyle has dramatically changed in the past 45 days. Due to the possibility of viral infection, the North Star Lincoln Club has canceled all of our activities for the next three months. It is believed that the virus can be better managed and eventually contained by limiting exposure to others that may have come in contact with it. While it is no fun to stay home by ourselves, it is really more important to be safe than sorry. Our members, our friends, are what makes our club one of the best. We cannot afford to put any of you at risk. In May, our board will reevaluate what the progress with mediating the virus is and either reschedule our events or further push them out into the future. Be careful, try to minimize your exposure to others, and try to stay well. We will continue to edit and publish our monthly newsletter. It would be helpful if our members would send us some articles from time to time to post in the newsletter. It seems as though we continue to beseech you every month, and although we wait patiently by the mailbox every day, exciting stories do

not seem to materialize. If you would like, I could just leave empty spaces in the newsletter, and you could fill them with whatever you want. Half the fun of doing this newsletter is getting a story once in a while. Try your best, now that you have all this time on your hands. Type something up and email or snail mail it to me today.

Our Lincoln dealers are still open for business, at least here in Minnesota. They are really anxious for sales, and the regular store traffic is below average. Bloomington Lincoln, our favorite, has a good supply of new Lincolns on hand, and new discounts, financing, and lease plans will make your overall cost even lower. They also have a good number of gently used and well cared for Lincolns and other fine automobiles for you to choose from. Bloomington Lincoln does support our club, how about allowing them to find you the new or used car of your dreams.

Olga and I went out the other day to escape the four walls of the house and try to get a fresh look at things. We stopped by the neighborhood Costco here in

Burnsville for a fill of gasoline. We were quite surprised to see gas priced at \$1.59 per gallon. It has been that low for quite some time. Even though the price was that low, over half the pumps were empty. I suppose that most folks are staying very close to home and not consuming gasoline at the usual rate. With a full tank, I decided to make a circle tour down to Jordan, New Prague, and Montgomery, an excellent trip of about 90 miles. Few cars were out and about, and there was little activity going on in the three towns. Still, it was nice to see some new scenery and enjoy a somewhat cold but sunny day.

Stay close to home, avoid crowds and take care of yourselves. Each and every one of you is important to us.

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



Sweet Olga is looking at David's laptop, which is displaying the current issue of the Northstar news. She wants to make sure that it has a lot of interesting stuff and many nice words about our fine members. Olga hopes that everyone stays well and that things get back to normal as soon as possible. She is looking forward to seeing many of you soon.

Directors Message by Bob Johnson

April 2020

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The Towering Inferno (1974), the political thriller *Three Days of the Condor* (1975), the satire *Network* (1976), for which she won an Academy Award for Best Actress, and the thriller *Eyes of Laura Mars* (1978).

Her career evolved to more mature and character roles in subsequent years, often in independent films, beginning with her controversial portrayal of Joan Crawford in the 1981 film *Mommie Dearest*. Other notable films in which she has appeared include *Barfly* (1987), *The Handmaid's Tale* (1990), *Arizona Dream* (1994), *The Twilight of the Gods* (1997), *Gia* (1998) and *The Rules of Attraction* (2002). Dunaway also performed onstage in several plays including *A Man for All Seasons* (1961-63), *After the Fall* (1964), *Hogan's Goat* (1965-67), *A Streetcar Named Desire* (1973) and was awarded the Sarah Siddons Award for her portrayal of opera singer Maria Callas in *Master Class* (1996).

She is protective of her private life, rarely gives interviews, and makes very few public appearances. After romantic relationships with Jerry Schatzberg and Marcello Mastroianni, Dunaway married twice, first singer Peter Wolf and then photographer Terry O'Neill, with whom she had a son, Liam.

Dunaway was born in Bascom, Florida, the daughter of Grace April, a housewife and John MacDowell Dunaway Jr., a career non-commissioned officer in the United States Army. She is of Ulster Scottish, English, and German descent. She spent her childhood traveling throughout the United

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Stay well; it is my hope for all our North Star Members how life has changed in one month. Coronavirus COVID-19 is here, and the result is we changed our Board meetings to a conference telephone call for the next couple of months. We canceled our activities for April and May. We will Keep the Memorial Day car show at the end of May but will review it in April. The daily news is changing by the minute, but we will get through this crisis. I ask each of you to stay in contact with your fellow members via the telephone. Please check up on each other; our fellowship is a network of friends and can make us all stronger to face these daily challenges. At this time, our schedule from June on is still planned as is but may be changed at any time.

Who knew that our March, Sunday Brunch, at Dehn's County Manor, was going to be our last activity for the time being? Twenty-five persons attended and again enjoyed our North Star fellowship on a charming March day,

The seventh annual Lincoln Homecomings information and registration information now posted on the website: lincolncarmuseum.org. Register now before some of the activities are sold out. For the seventh annual Lincoln Homecoming, you can now use a credit card. LCOC will be the host, and this will be a Judged meet. The centennial celebration will take place on the museum grounds August 5-9 and will be preceded by a gathering in Dearborn, Michigan August 2-5.

Below is our schedule for the Harley Davison Museum tour to Milwaukee, Wisconsin, a four-day road trip planned by Bill Holaday. This event was moved from this spring to fall because of the birth of triplets in the Holaday family.

Thursday, October 1, 2020. 9 a.m. We will be meeting at Hudson, Wisconsin, at McDonald's. 2411 Crest View Dr, on top of the hill on the south side of I94. From there, we will depart for Milwaukee. There will be a lunch stop at noon-time, somewhere in the vicinity of the Wisconsin Dells. From there, it should take us about 90 minutes to get to the DoubleTree hotel in downtown Milwaukee. The hotel room fee will be \$149 per night, which includes two breakfast buffet tickets and private valet parking for our collector cars. Please call 414-273-2950 to make room reservations and ask for the "Lincoln Owners Group" rate. The hotel has a nice bar so that we can meet at 5 p.m. for libations, then dinner at the hotel restaurant, which is purported to be pretty good and moderately priced.

Friday, October 2, 2020, 9 a.m. We will be leaving the hotel for the Harley-Davidson engine plant on Pilgrim Road. For those of us who enjoy mechanical things, seeing how they're made is a great experience. I'll schedule a group tour around 10:00, so we can depart by about 11:30 to get us to the Harley-Davidson Museum for lunch at the H-D Museum cafe. From 1 p.m. onward we will be doing a behind the scenes tour of the Museum, followed by time on your own to tour the exhibits.

Alternate activities could include taking a self-guided tour of downtown. Popular destinations include the Historic 3rd Ward with its many restaurants and taverns, the Milwaukee Art Museum on the lake, as well as shops and more bars and restaurants on the river walk. Milwaukee also has a trolley called HOP, which takes you to many of the most popular sites. According to its website, it is free to ride!

Later on, at 5 p.m., we will meet in the hotel lobby for a round or two of refreshments, followed by dinner at a nearby restaurant. Milwaukee and Wisconsin are famous for their Friday night fish fry. Bill will set up dinner somewhere with a full menu in addition to the fish fry.

Saturday, October 3, 2020. 9 a.m. We plan to leave the hotel for the Holy Hill attraction and Wisconsin Automobile Museum. This should be a beautiful drive. At this time of year, the colors should be excellent, and the route is over winding rural roads. Holy Hill is one of the highest elevations and affords a great view of the entire area. The Museum is about 8 miles from there. We can decide on lunch before or after the museum tour. We plan on returning to the hotel by 5 p.m. for a brew or two, and group dinner, again at a restaurant close by.

Sunday, October 4, 2020. Breakfast and then on to Dan and Joyce Staehle's home and garages in Brownsville, Wisconsin. Dan and Joyce are located on the northeast side of the Horicon National Wildlife Refuge. After our visit with the Staehle's, we will start our journey homeward.

It is up to you to HUSTLE, to increase our LCOC club membership. Our 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. PLEASE HUSTLE, HUSTLE, AND HUSTLE some more in 2020.

Our Facebook presence continues to grow with likes of up to 259 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook. Please check out our list of all the different Lincoln groups now on Facebook.

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

Bob and Mary Johnson

Board Of Directors - 2020

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

Jack Fletchers Continental

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won the Ruth.

On Sunday, June 29, instead of heading home, we drove to Minot, North Dakota to participate in the Antique Automobile Club of America "Western Dakota" forty-car six-day tour of the Bad Lands, the Roosevelt National Park and Camp Lincoln, the winter headquarters of the Lewis and Clark Expedition. Our total mileage for the Duluth meet, and the Dakota tour was just over 3200. Every day on the AACA tour, at least one of the off-brands received road-side assistance. The Club that sponsored the tour provided a chase vehicle with a car hauler to recover breakdowns. The '71 ran beautifully on tour; we only experienced an occasional carburetion hesitation when accelerating. And with the cost for fuel, at around \$4.00 per gallon, with a 12 mph car (on a good day) burning 90 plus octane gas, our fuel bill for the tour and the meet was over \$1,000.00.

This did not discourage us, on our return home we immediately started getting the car ready for the Eastern National Meet in Columbus, which was to begin on Aug. 13. More work on the carburetor attempts to correct several new electrical issues that developed on the North Dakota tour, and, of course, detail, detail, detail. At Columbus, the '71 scored a perfect 100 points, and whoopee, we got our second "Ruth." Now, we really had to get out to Irvine, California, for the last leg of our hat-trick quest. On the way home from Columbus, we began to experience significant carburetion problems, much more severe than before. We dared not shut the car down, or even try to let it idle as it would stall out and we were not sure that it would start again. Thus, a nonstop, no-idle trip home. At about 45-50 miles per hour, the car ran smoothly, but above or below that speed, it would sputter and spurt – seeming like it would either flood out or suffer fuel starvation.

Chris Dunn of Lincoln-Land was contacted and provided us with a remanufactured carburetor that was installed. The '71 was "road-tested" daily for the rest of August and September to ensure that we would not have any problems on our trip to the Western National Meet, the third stop on the road to a hat-trick. Of course, detailing continued, and one final electrical problem was corrected, intermittent operation of the cruise control was finally solved.

We planned on making a side-trip to Seattle on the way to Irvine so we could attend the Fall meeting of the National Academy of Arbitrators. Early Sunday morning, Sept. 28 we're on our way West on Interstate 90, out of Illinois, into Wisconsin, thru Minnesota and on to Sioux Falls, South Dakota, where we spent the night – 523 miles, 45 gallons of fuel, 11.6 mpg, and the

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States and Europe.

Dunaway took dance classes, tap, piano, and singing, graduated from Leon High School in Tallahassee, Florida, and then studied at Florida State University and the University of Florida, and graduated from Boston University with a degree in theater. She spent the summer before her senior year in a summer stock company at Harvard's Loeb Drama Center, where one of her co-players was Jane Alexander, the actress and future head of the National Endowment for the Arts. In 1962, at the age of 21, she took acting classes at the American National Theater and Academy. She was spotted by Lloyd Richards while performing in a production of *The Crucible*. She was recommended to director Elia Kazan, who was in search of young talent for his Lincoln Center Repertory Company. She also studied acting at H.B. Studio in New York City.

Shortly after graduating from Boston University, Dunaway was appearing on Broadway as a replacement in Robert Bolt's drama *A Man for All Seasons*. She subsequently appeared in Arthur Miller's *After the Fall* and the award-winning *Hogan's Goat* by Harvard professor William Alfred, who became her mentor and spiritual adviser. "Except for my mother, my brother, and my beloved son, Bill Alfred, has been without question, the most important single figure in my lifetime. A teacher, a mentor, and I

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Northstar Monthly Board Meeting Minutes

March 5, 2020

Board of Director's Monthly 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, Matt Foley, Bill Holaday, Tom Brace, Bob Roth, and Roger Wothe. Other regional 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 reported that Marilyn Fletcher has passed away, and a celebration of her life will be held at their family home, 22 Jones Way, Poplar Grove, Illinois, from 1 p.m. to 6 p.m. on May 2, 2020. The first meeting of the Classic Car roundup will be at the New Bohemia Cafe, and Bier Hall at 8040 Olson Memorial Highway, Golden Valley, on April 14 from 4 p.m. to 8 p.m. Bob also presented a list of Region activities for the year. Not all of the dates have been confirmed yet.

Member Bill Holaday reviewed the four-day road trip to Milwaukee WI for the Harley-Davidson Museum and other activities in October. There will be more information to follow.

Activities Director Jay White reported that there had been two hundred fifty-eight "likes" to our Facebook page. There will be a Sunday brunch at Dehn's County Manor, Fernbrook Lane in Maple Grove on March 8, at 11:30 a.m. Please RSVP to Jay.

Treasure Matt Foley informed the group that the treasury had a positive balance with all bills paid.

Membership and Publications Director Dave Gustafson reported that he has been busy scanning many of the old issues of *Continental Comments*. He needs more "My Pride and Joy" articles.

There being no further business, the meeting was adjourned at 7:20 p.m... The next Board meeting will be at Bloomington Lincoln Thursday, April 2, at 6:30 p.m... All members are welcome.

Respectfully submitted by Secretary Roger Wothe.

Editors note: After the board meeting, it was decided that all North Star club activities would be put on hold until such time as the current threat of Corona virus infection has subsided.

April and May North Star board meetings will be conducted by conference calling. Our planned April brunch and our previously scheduled May activities will also be held in abeyance. The North Star Board will be reviewing our future schedule of events to determine what we might be able to have for the months of July and August. We will stay in touch and have up to date information in the May issue of this newsletter. The safety and well being of our members is our most important consideration.

More Fletchers Continental

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would suppose the father I never had, the parent and companion I would always have wanted, if that choice had been mine. He has taught me so much about the virtue of a simple life, about spirituality, about the purity of real beauty, and how to go at this messy business of life."

Dunaway's first screen role was the comedy crime film *The Happening* (1967), which starred Anthony Quinn. Her performance earned her proper notices from critics; however, Roger Ebert of *The Chicago Sun-Times* panned the performance, saying that she "exhibits a real neat trick of resting her cheek on the back of her hand." That same year, she had a supporting role in Otto Preminger's drama *Hurry Sundown*, opposite Michael Caine and Jane Fonda. Filming proved to be difficult for Dunaway as she clashed with Preminger, whom she felt didn't know "anything at all about the process of acting." She later described this experience as a "psychodrama that left me feeling damaged at the end of each day." Dunaway had signed a six-picture deal with Preminger but decided during the filming to get her contract back. "As much as it cost me to get out of the deal with Otto, if I'd had to do those movies with him, then I wouldn't have done *Bonnie and Clyde*, or *The Thomas Crown Affair*, or any of the movies I was suddenly in a position to choose to do. Beyond the movies I might have

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to wake the owner, so I went to the motel and Fletchers' gas budget was \$170.00 more reduced. An early start Monday, finds us heading into Montana toward Glacier National Park, one of the few National Parks we have not had the pleasure of visiting in our 55 years of marriage. The '71's running great, the air conditioning is working, the cruise is holding at a steady 85 mph, and we are enjoying the scenery. Part of the time, Marilyn has the left front seat reclined, just resting her eyes. After a few photo stops, yes, pit stops too, at about 6 p.m. as we are leaving the Interstate at Great Falls, Montana to go to our hotel, the car dies on the off-ramp. Nothing, absolutely nothing, no electrical power, no nothing. A 9-1-1 call gets us a flatbed tow truck, and the '71 spends the night in a repair shop. Importantly, though, the goodwill of the American people still exists. In the brief twenty minutes, it took the tow truck to respond, no less than nine cars actually stopped to assist, with about ten more slowing down and asking to be of help.

The next morning, after three hours of diagnostics, we find that the main electrical wire from the battery to the fuse box is burned off at a point in the engine compartment where the wire passes through the firewall. Opening up the wire harness finds that it is severely corroded (green), so a replacement wire is run directly from the battery to the firewall fuse box. Everything works, we're off to Glacier. Total cost for the tow \$225.00. Total price for the repairs \$402.28.

We plan on entering the Park at St. Mary, Montana, and exit at West Glacier. When we get to St. Mary, we learn that the road ahead through the park is closed for maintenance. Now we have to backtrack to US 2 and take a more mundane drive. It was still beautiful at this time of year, took some more pictures, including one of a dead cow.



The next two days are unremarkable, except for constant Pacific Northwest rain and

pumping lots of gas. We arrive in Seattle on Oct. 2, park the '71 in the hotel garage where it sets undisturbed for the next three days while we attend the convention. On Sunday, we drive to Portland to spend two days with Jack's sister and her family. Except for constant rain, the trip from Seattle to Portland was also uneventful, as was driving around the Portland area. On Tuesday morning, Oct. 7, still raining, we get up early and start down the coast toward California – about noon, we finally run out of the rain. During the drive south, we are talking about how bad we will be gigged for the extra wire running from the battery to the firewall. We know that under LCOC Concours rules, no point deductions are to be taken for matters that occur on the way to a meet. However, if you have two 100 point cars competing against one another, it would be surprising if the one with the extra wire in the engine compartment didn't come in second when it came time for the judges to break the tie. This concern, though, would soon be surpassed by more serious problems.

We stopped Tuesday night in Sacramento, California. Got up early, well before breakfast, Wednesday, hoping to arrive early in Irvine to start partying – we had signed up for the six-o'clock early bird dinner. At about eight am, we see a Denny's restaurant at Mile Post 278 on I-5. Off the Interstate and into the parking lot for breakfast. An hour later, when the '71 was started, we heard a loud squeal and then a thump – the alternator drive belt was tangled in the fan. Jack was able to extract it, but no alternator. Asking several "locals" if they knew where a repair shop was, we were told that there was a *reliable* mechanic in Lost Hills, about three miles west of the Interstate.

Off we go, very cautiously to V-B Auto Car Care Center. While the facility looked like it was from the mid-1930s, or even from the middle of Mexico, the owner assured us that he knew how to fix our car, asserting that he had worked in a Lincoln dealership for over 15 years "before starting his own business." He noted that the bearing in the alternator was seized and that all of the belts needed to be replaced because they were damaged when the alternator belt became tangled up, which in our experience we knew was the case. (So much for having correctly numbered and matched belts on a perfectly detailed engine.) When asked where his parts source was, the owner

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missed, it would have been a kind of Chinese water torture to have been stuck in five more terrible movies. It's impossible to assess the damage that might have done to me that early on in my career." Preminger's film did not meet critical or box-office success, but Dunaway retained notice enough to earn a Golden Globe Award nomination for New Star of the Year.

Dunaway had tried to get an interview with director Arthur Penn when he was directing *The Chase* (1966) but was rebuffed by a casting director who didn't think she had the right face for the movies. When Penn saw her scenes from *The Happening* before its release, he decided to let her read for the role of the bank robber Bonnie Parker for his upcoming film, *Bonnie and Clyde* (1967). Casting for the role of Bonnie had proved to be difficult, and many actresses had been considered for the role, including Jane Fonda, Tuesday Weld, Ann-Margret, Carol Lynley, Leslie Caron, and Natalie Wood. Penn loved Dunaway and managed to convince actor and producer, Warren Beatty, who played Clyde Barrow in the film that she was right for the part. Besides her relative anonymity, Beatty's concern was her "extraordinary bone structure," which he thought might be inappropriate for Bonnie Parker, a local girl trying to look innocent. At the same time, she held up small-town Texas banks. However, he changed his mind after seeing some photographs of Dunaway taken by Curtis Hanson on the beach: "She could hit the ball

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shrugged and said, "just a short way down the road." The belts and alternator were removed, and the owner's helper, the only other employee in the enterprise, took off in a beat-up pickup truck. After about thirty minutes, I asked the owner how much longer before his man returned. His answer, "just a little bit." Then his phone rings, and after an exciting conversation in Spanish, of which Jack understood some, having lived in Mexico for a short time in the early sixties, the owner said his man was coming back. He would have to go to the parts house to find the right alternator.



The V.B. "high quality" repair shop.



Inside the "high quality" repair shop, skilled, certified mechanics are carefully adjusting the new alternator, with a heavy duty hammer before installation.

Anyway, after about another two to two and a half hours of waiting, the owner finally returns with an alternator. He slides under the car and then pops out, saying he has to modify the mounting bracket. He and his man take the new alternator and the old one, in pieces on the floor of the shop, and proceed to change (hammer) change the mounting brackets. With parts of two alternators made into one, on the car, it goes, and after struggling to get the new belts to fit, the shop

owner says it's all fixed and presents us with a bill for \$366.00. Into the car and off to Irvine, we go, but not so fast. About a mile down the road, we notice that the alternator gauge is acting erratically. A U-turn takes us back to the shop. The *mechanic* (the term is used lightly) says, "Oh! Ya! I forgot to step it down." Jack asks, "what do you mean?" The mechanic says, "voltage is too high, got to cut it back to 16 or 17." He grabs a little hunk of wire, fits two connectors to each end, crawls under the car, and fiddles with the alternator. We start it up, and the gauge shows a slight charge. Now we are off to Irvine, arriving just in time for a quick shower and the first of several excellent dinners, with some adult beverages to soothe our nerves, of course.

On Thursday and Friday, doing the clean-up for the Saturday Concours, we noticed a slight squeal in the belts, but with a light application of white grease on the pulleys after a few seconds, the squealing stopped. The Saturday judging was fair, the car tied for first, but was not awarded the Ruth Trophy that trophy went to an admittedly superior low mileage *all original* 78 Mark V.

On Sunday we started back to Illinois, little did we know that what had gone on before was just a prelude to a trip from hell. Our first stop is twenty-four miles from the Nevada State Line for breakfast. After breakfast, the car doesn't start. A mechanic shows up, gives us a jump, and tests the battery to find out that it has two dead cells. The nearest place for a new battery in Las Vegas, he tells us as he gives us a bill for \$60.00 – cash only. Off we go to a Goodyear store in Vegas where the battery is replaced, and we start heading East again. Two miles away, the car starts acting up; it starts to stall when turn signals are turned on, etc., a U-turn on the Interstate takes us back to Goodyear, where it is learned that the *service technician* had not tightened the battery ground. It had fallen off the negative terminal. Everything is checked over, and we start East out of Vegas for a second time. (No, we didn't spend a dime gambling in Nevada.)

About ten miles south of Cedar City, Utah, Marilyn's driving and the car stops dead on the Interstate, just like in Montana, no power, no anything. Another call to 9-1-1, and another tow truck. It's now about 4:30 p.m., where are we going to get the car fixed tonight, and its snowing too. The Lincoln is

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across the net, and she had an intelligence and a strength that made her both powerful and romantic." Dunaway only had a few weeks to prepare for the role and, when she was asked to lose weight to give her character a Depression-era look, she went on a starvation diet, stopped eating, and dropped thirty pounds.

The film was controversial on its original release for its supposed glorification of murderers, and for its level of graphic violence, which was unprecedented at the time. It performed well at the box office and elevated Dunaway to stardom. Roger Ebert gave the film a rave review and wrote, "The performances throughout are flawless. Warren Beatty and Faye Dunaway, in the title roles, surpass anything they have done on the screen before, and establish themselves (somewhat to my surprise) as major actors." The film was nominated for ten Academy Awards, including Best Picture, and Dunaway received her first nomination for Best Actress. Her performance earned her a BAFTA Award for Best Newcomer and a David di Donatello for Best Foreign Actress, and she was now among the most bankable actresses in Hollywood, as she later recalled. "It put me firmly in the ranks of actresses that would do work that was art. There are those who elevate the craft of acting to the art of acting, and now I would be among them. I was the golden girl at that time. One of those women who was going to be nominated year after year for an Oscar and would win at least one. The movie estab-

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More Continental...

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dropped at a repair shop, next to a Ma and Pa motel, where we are told we can get a room for the night. The cost of the tow, \$180.00. The kid that's the mechanic in the shop is just finishing up a customer's car and is preparing to lock up, but Jack persuades him to take a look at the '71, which he does. Guess what, no alternator belt, and the new battery is dead. All the other belts are in place and appear to be in good shape, though. After trying about twenty belts, one is located that fits. The car is started, the battery is charging, the lights are working, we get our money back from the motel, and off we go – we want to get two or three more hours of driving in before we stop for the night—the cost of the belt and labor \$54.00.

Heading North on I-15, the gauges are nervously checked every thirty or forty seconds, it seems, and the car is running great. We get off the Interstate at Exit 109, Beaver, Utah, for a sandwich, but keep the car running, we'd like to get further East before quitting for the night. Back on I-15, just past Exit 112, with light snow falling, the '71's lights start going dim. We make an illegal U-turn at the first median crossover two miles down the Interstate and head back to Exit 112 to find a motel to spend the night. We have absolutely no lights, and it is snowing harder now, but we're able to pull in close behind an 18 wheeler and follow him to the exit ramp. We've had enough; we decide to rent a truck and car hauler and tow the '71 home. Getting up at 5:00 the next morning, Jack is told by the Night clerk in the motel that the best place to get a truck and trailer was at the Beaver Valley Chevron back at Exit 109. We were told that the guy that runs the U-haul franchise there is also one of the best mechanics in Southwest Utah. The car starts, but we still don't have any lights. We drive to the Beaver Valley Chevron and learn that it is not 24-hour service as advertised. We "patiently" sit around waiting until about 9 a.m. when the owner mechanic shows up wearing loafers, white shirt, and tie. He refuses to rent us a truck and trailer, saying that his U-haul equipment is not heavy enough to handle a "big ole Lincoln like you guys got." He also says that he can't work on the car until later in the day as he is on his way to an appointment in Cedar City. He does mention, though, another shop that may work on the car, its located at Exit 112, about 500 feet

from the motel that we had just checked out of.

We start the car, nothing works but the engine, no lights, no heater, no windows, nothing but the ignition and starter. Off we go back to Exit 112 to find the "Any-time Repair Shop." Any-time has six truck bays, and three auto bays, more heavy-duty wreckers than we could count, and at least ten or twelve mechanics standing around waiting for work to come in on a Monday morning. The '71 is run into the first bay, and two mechanics start to work on it like a couple of crows feeding on roadkill. The fan comes off the sheaves come off; the belts come off, the alternator comes off. A complete set of new matched belts are installed, the alternator is aligned correctly, the pulleys are placed in a vice and pressed "true," and the battery is charged. Fuses are checked, and several replaced. Everything tests out within specs, and the windows go up and down; the wipers work, so does the heater fan. About one o'clock, we are finally on our way again. And, oh yes, we also bought a battery booster pack as insurance, so that we could jump-start the '71 if needed. The booster pack also has a connector that plugs into the cigarette lighter so that it can be used as an auxiliary battery that will run the car for a while if the regular battery fails like it had the day before when the alternator belt came off. The Any-time bill was \$375.00.

Heading North on I-15, again, the gages are checked every ten or fifteen seconds. And, no radio, no talking so that we both can listen to the engine for any squeals or thumps that may indicate we are losing a belt. We make a pit stop in Salina, Utah, refuel, and have a snack. Guess what, when we attempt to get underway, the '71 won't start, dead battery. We get it started with the booster, and then plug it into the lighter so that we can use it as an aux battery, and we turn everything electrical off, including the cellphone chargers. On the West side of Green River, Utah, we stop at a large Napa store that has three service bays next door. After explaining our problems to the owner, he comes out, looks under the hood, and asks, "who put that tractor alternator on this car?" "That'll never work, it's for off-road service, a 24-volt system." He has his mechanic take the alternator off and put on a tester; it is kicking out 27-28 volts. And, the new battery we bought Sunday in

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lished the quality of my work. *Bonnie and Clyde* would also turn me into a star."

That movie touched the core of my being. Never have I felt so close to a character as I felt to Bonnie. She was a yearning, edgy, ambitious southern girl who wanted to get out of wherever she was. I knew everything about wanting to get out, and then getting out doesn't come easy. But with Bonnie, there was a real tragic irony. She got out only to see that she was heading nowhere and that the end was death. — Faye Dunaway

Dunaway followed the success with another hit, *The Thomas Crown Affair* (1968), in which she played Vicki Anderson, an insurance investigator who becomes involved with Thomas Crown (Steve McQueen), a millionaire who attempts to pull off the perfect crime. Norman Jewison hired Dunaway, after he saw scenes from *Bonnie and Clyde* before its release and, like Arthur Penn did with Warren Beatty, had to convince McQueen that she was right for the part. The film emphasized Dunaway's sensuality and elegance with a character who has remained an influential style icon. The role required over 29 costume changes and was a complex one to play. "Vicki's dilemma was, at the time, a newly emerging phenomenon for women: How does one do all of this in a man's world and not sacrifice one's emotional and personal life in the process?" Despite his original reluctance to work with her, McQueen later called Dunaway, the best actress he ever

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Fletchers' continued

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Vegas is toast.

A new alternator, the correct one for a '71 Lincoln that fits as it should is installed, the right battery is available too, and the voltage regulator that had been disconnected apparently by the mechanic in Lost Hills, California, is replaced. The mechanic goes to work replacing all of the belts again — some were chewed up, and others were showing signs of wear on the sides because of being misaligned. After about two hours and \$348.00, the Fletchers' are on their way East again. Would you believe that this was the end of our mechanical trouble for the trip?

Now, we only have one thing on our minds, get this damn car home before it fails us again. Two days later, we are back in Illinois. Total miles driven, 5,986. Cost of fuel \$2024.00. Cost of repairs and tows, the reader can add 'um up, we don't really want to know. Would the Fletcher's try for the hat-trick again? Maybe not, but when you get bitten by the bug, who knows? When the weather warms up, work will start on getting the car back to Concours shape with authentic belts, battery, and hoses. Anyone need a complete set of Napa belts for a '71 Lincoln, slightly used.

Editors note (from 2009: On behalf of our readers, we want to thank Jack and Marilyn for taking the time to write about their adventures with the 1971 Continental. Most of us who own and drive older cars have had similar episodes while testing the limits of our temperament, which can be somewhat amusing after much time has passed. I, too, confess to having had a number of our vehicles flat-bedded back home, having failed while on the road. The Avon blue 51 Cosmopolitan comes to mind. It's all in the joys of owning old cars.

The Continentals; the final step up.

In this world, there are those who demand something beyond conventional standards of elegance and luxury.

That's why there are the Continentals. Automatic, suspension control is standard. So are Michelin tires, behind tinted and a full complement of power features. Size-Track, the computerized anti-lock braking system, is standard on Mark III, optional on Lincoln Continental.

At trade-in, a Continental can prove to be a clever investment. In fact, based on recent NADA average wholesale prices, Continental Mark III returns more of its original manufacturer's suggested price resulting in the highest resale value of any luxury car built in America.

One drive will convince you that Continental is more than just another luxury car. These cars sport and shine. At the top of the class.



Lincoln Has the Blues

DEARBORN, Michigan — Blue, the color of the ocean, the sky, and a deepening twilight, is key to the calming and soothing experience that The Lincoln Motor Company aims to evoke in its vehicles — and its clients are taking notice. In fact, about 10 percent of the brand's sales last year were in the blue spectrum, proving the color is always in season at Lincoln. Lincoln's diverse, ever-evolving palette is a strong part of the brand's heritage, says Susan Lampinen, Lincoln group chief designer, color and materials, showcasing its emphasis on elegant exteriors and calming interiors. "Perceived as eternal, the experience of blue inspires trust, serenity, confidence, harmony," she says. "It's like the endless sky or tranquil sea waters."

Five exterior shades of blue are available from Lincoln, ranging from a very light, silver-tinted Chroma Crystal Blue and a slightly deeper Blue Diamond. The tones then ease into Flight Blue, with more of an overlying blue-gray tone, then move into a truer Artisan Blue and a lush Rhapsody Blue. Each exterior shade of blue, says Lampinen, represents a specific emotion or element of nature: Chroma Crystal: Light, water; Blue Diamond: Confidence, trust; Flight Blue: Flying, freedom; Artisan Blue: Crafted, galaxy; Rhapsody: Nighttime, peaceful, quiet.

Flight Blue is the signature color on the all-new Lincoln Aviator. Inspired by the flowing lines of aerofoil design, the vehicle's graceful contours are complemented by the iridescent shade. Flight Blue also is used on the all-new Lincoln Corsair. For interiors, a clean, crisp Coastal Blue is offered as part of the Yacht Club Lincoln Black Label theme, while Beyond Blue is the signature interior package for Corsair.

As Laurie Pressman, vice president, Pantone Color Institute shares, "whether a light, medium or deep blue tone, Lincoln's palette of blues summon up feelings of respite and refuge. As the signature color on Lincoln's all-new Aviator, Flight Blue is a leading-edge blue-gray shade expressive of a new modernity. Unpretentious, yet at the same time elegant, subtle and calming, Flight Blue conveys a message of timelessness and enduring quality."

Through her research, Leatrice Eiseman, executive director, Pantone Color Institute

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Hail and Farewell....

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worked with. Dunaway was also very fond of McQueen. "It was really my first time playing opposite someone who was a great big old movie star, and that's exactly what Steve was. He was one of the best-loved actors around, one whose talent more than equaled his sizeable commercial appeal." The film was immensely popular and was famed for a scene where Dunaway and McQueen play a chess game and silently engage in heavy seduction of each other across the board.

Director Roman Polanski offered Dunaway the lead role of Evelyn Mulwray in his mystery neo-noir *Chinatown* (1974). Although its producer, Robert Evans, wanted Polanski to consider Jane Fonda for the part, arguing that Dunaway had a reputation for temperament, Polanski insisted on using Dunaway. She accepted the challenging and complex role of Mulwray, a shadowy femme fatale who knows more than she is willing to let Detective J.J. Gittes (played by Jack Nicholson) know. Dunaway got along well with Nicholson, describing him later as a "soul mate," but she clashed with Polanski, who had a reputation for being dictatorial and controlling on a set. "Roman was very much an autocrat, always forcing things. It ranged from the physical to the mental. He was very domineering and abrasive and made it clear he wanted to manipulate the performance. That approach has never worked with me."

Two weeks after the filming started, the two had a confrontation that became notorious. Polanski pulled

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Brad Yoho
1935 - 2020

We are saddened to report the passing of long time LCOC and North Star club member Bradford (Brad) Yoho, of Stillwater, Minnesota. Brad died at his home, March 11, 2020, after an extended illness. He was 84 years old.

Brad was born to Cassius and Elsie Yoho in Duluth, Minnesota, July 5, 1935. His parents were hard-working folks who operated a well-known photography and greeting card store in Duluth for many years. At an early age, Brad learned to appreciate fine automobiles from his father, who loved Packard automobiles and continued to buy new ones over the years till they were no longer available.

Brad attended the Duluth public school system, graduating from Duluth Central High School in 1953. Along the way, he participated in Scouting activities and was very proud to become an Eagle Scout.

After school, he became interested in the X-ray technology field and learned a great deal about the types of equipment available and the various applications that it could be used for. He further pursued interests in photography and cinematography, before he found his true calling. Brad went on to attend the University of Minnesota School of Veterinary Medicine and received his Doctorate in 1968.

Brad loved the Stillwater area and was one of the founding partners of both the Stillwater Equine Veterinary Clinic for large animals and the Stillwater Veterinary Clinic for small animals. Both were very successful and had an extensive following by folks living in both Minnesota and Wisconsin.

Your editor would like to recount one of his first experiences with "Doc Brad." In the mid-90s, Marion and I "adopted" our second Samoyed, Alexander. We wanted to get Alex's hips X-rayed to see if there might be a possibility of hip dysplasia occurring sometime in the future. At the time, Stillwater Vet Clinic was the only local provider providing this service without having to use sedation.

Alex and I made the journey up to

Stillwater one morning and were introduced to the good doctor. Brad just had a natural, gentle way with animals, somehow speaking their language to immediately put them at ease. Alex was the best patient, laying quietly while Doc Brad worked his magic with the X-ray equipment. Within a few minutes, we had a good set of films, and Brad believed that Alex had good hips, and we would not have to worry about dysplasia in the years to come. This pronouncement would later be proved correct and Alex was able to go upstairs backward without missing a beat. That was an interesting sight to behold.

Later on, Marion and I connected with Brad and his beloved wife, Carole, through our mutual association with the Lincoln Club.



Carole and Brad Yoho with their 1947 Continental Coupe at the North Country car show October 2010.

Brad had a beautiful 1947 Continental Coupe that was a real knockout. And it ran as smooth as it looked. Brad and Carole also had several other Lincolns, all nice large comfortable sedans, the best cars for cruising down the highways. He was also very fond of model trains and old-time tractors. Another highpoint was at the opening of the Lincoln Museum. The Yoho's and I both attended this milestone event. One early morning at the Four Points hotel in Kalamazoo, we were asked to join another couple for breakfast.

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Hail and Farewell continued

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one of Dunaway's hairs out of her head, without telling her because it was catching the light. Dunaway was offended, describing his act as "sadistic" and left the set furious. "It was not the hair; it was the incessant cruelty that I felt, the constant sarcasm, the never-ending need to humiliate me." Years later, both shared their admiration for each other, with Polanski saying that their feud was not important — "It's the result that counts. And she was formidable," while Dunaway admitted that "it was way too much made out of it," added that she enjoyed working with Polanski, calling him "a great director," and stated that *Chinatown* was "possibly the best film I ever made."

Despite the complications on the set, the film was finished, released to glowing reviews, and ultimately became a classic. It made back its budget almost five times and received 11 Academy Award nominations. Dunaway received a second Best Actress nomination, and also received a Golden Globe nomination and a BAFTA nomination. Upon the release of the film, producer Robert Evans was full of praise for Dunaway. "She has everything—beauty, talent, neurosis. She's one of the great strange ones. When the lights go out, and that face comes out of the dark, and she looks at you with those big mysterious eyes, I tell you, it's a very compelling thing. She has something we haven't seen on the screen for a long time. She has witchery. She's a femme fatale."

That same year, Duna-

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The "other couple" happened to be Richard and Linda Kughn noted car collectors and former owners of the Lionel Train company. Both Brad and I collect Lionel stuff, and we spent a very interesting time talking with Richard Kughn and how he managed to save the Lionel company, some 20 years earlier.

Brad was a person of many interests and, in his earlier years, was involved in showing and training hunting dogs. He could always be depended on to have some of the best dogs around. In addition to the dogs, he also bred, trained, and raced thoroughbred horses. He also helped to bring girls hockey to the St. Croix Valley area. Whatever Brad did, he always did very well, with a minimum fuss and bother.

After he retired, he and Carole spent their winters in Florida where he could spend time with his brother and sister-in-law and pursue their mutual love of classic cars. During the summer months, returning to Minnesota, he loved to spend time with his four grandchildren.

Brad is survived by Carole, his wife of 56 years; son Darwyn (Julie), daughter Erin Jackman (Jeff), grandchildren Alison and Ashley Yoho; and Brady and Bella Jackman; brother Trevor (Marla) and many other family and friends. Brad was a kind and gentle man, a very good friend to both man and beast.

The family would like to thank the dedicated staff of the Gables of Boutwell's Landing for their loving care and kindness during Brad's last year. A celebration of life is planned for later this year.

Memorials may be directed to the University of Minnesota Foundation - College of Veterinary Medicine, Class of 1968 Scholarship Fund.



Marilyn Fletcher
1935 - 2020

We are also saddened to report the passing, March 2, 2020, of another one of our long time Lincoln and North Star club members Marilyn Fletcher. Marilyn was diagnosed with dementia in 2012, and it progressed to Alzheimer's in 2013.

Marilyn, of Poplar Grove, Illinois, was the beloved wife of Jack Fletcher. The Fletchers were both well-known in the Lincoln club,

and although they lived in Illinois were able to attend some of our North Star events over the years.

Marilyn was the first-born of Flora and Bill Hopkins. Her mother was a home economics teacher, and her father was a paper mill foreman. Marilyn attended the 2-room, 2-teacher, one through eighth-grade school in McDill, Portage County, Wisconsin. She graduated from Stevens Point P.J. Jacobs High School in 1953 and two months later, married Jack Fletcher, who at the time was a flight sergeant in a carrier-based Marine Helicopter Rescue Squadron, who she had been dating for three years.

Marilyn was an accomplished seamstress, having made her own wedding dress, loved to knit, quilt, and make stuffed teddy bears for the newborn children of friends and family. She had a reputation as a terrific gourmet cook who hosted exceptional dinner parties. She took great pleasure in decorating her home for every holiday theme, at one time having 28 Christmas trees on display throughout the house.

Marilyn was a car person. She owned a 1967 Mustang convertible that the Ford Motor Company displayed at the Chicago World of Wheels when the 35th-anniversary Mustang was introduced to the public. She also had a 1976 Lincoln Town Car, PGA Tour Edition that she showed at many LCOC meets, where the vehicle won the senior Mattix Trophy and was the first winner of the Art Whitmire Preservation Award at the 2012 North Star Region, Mid-America show in Bloomington, Minnesota.

Marilyn enjoyed road rallies, riding shotgun, and serving as Jack's navigator in the first Dixie Dash, down Illinois Highway 1, several Lincoln Highway tours including the 100 year anniversary of the San Francisco to Times Square 203 rally, and several AACA events.

Marilyn also served as a National judging tabulator, sometimes as head tabulator, in over 20 LCOC judged meets. She and Jack attended over 50 LCOC national events, including many sponsored by the North Star Region.

Marilyn Fletcher is survived by Jack, her loving husband of nearly 67 years, four children, a brother, and two grand and great-grandchildren. Marilyn was cremated and buried in the family plot in the McDill cemetery in a private ceremony.

We will miss both Brad and Marilyn and take some comfort from knowing them over the years. Their kind and gentle ways touched so many of our members. May they both rest well, they have finished their good work.

Northstar Welcome Wagon by Francis Kalvoda

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way appeared in a television adaptation of *After the Fall* with Christopher Plummer. She played the lead role, which was for her, "like a dream come true. As with Bonnie, I knew the territory well. Maggie (her character) was a completely wounded soul, a girl who had grown up on the wrong side of the tracks." She next played Paul Newman's fiancée, who is trapped in a burning skyscraper along with several hundred other people in the all-star disaster epic, *The Towering Inferno* (1974). The film became the highest-grossing film of the year, further cementing Dunaway as a top actress in Hollywood. Also, in 1974, Dunaway married Peter Wolf, who was the lead singer of the rock group The J. Geils Band. At this time, she felt "exhausted from the constant and intense pressures of the work," and decided to pull out of *The Wind and the Lion* (1975), in which she was to co-star with Sean Connery, at the last moment to concentrate on her married life.

Her next feature was Sydney Pollack's political thriller, *Three Days of the Condor* (1975). Her character was to be held hostage by a CIA analyst, played by Robert Redford, and Dunaway was required to display fear that she might be raped. However, she had difficulty not breaking into laughter during the shoot, as "the idea of being kidnapped and ravaged by Robert Redford was anything but frightening." The film was a critical and commercial success, and Dunaway's performance, which was praised by the critics, earned her a fifth

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It's the April issue, and I have no new members to introduce this month. Being you was a little more time at home now, you may want to contact Lincoln enthusiasts who are not yet LCOC members and ask them to join our friendly group. Also, write about your pride and joy vehicle(s) and submit to David Gustafson. The following article was written by my friend Roland Bosch about 12 years ago. Roland passed away earlier this month, just a few days before his 91st birthday. He enjoyed anything with a motor but especially airplanes, Nashes, and Chryslers. I helped him sell his car collection two years ago. So sit back and enjoy Roland's story, but at times you may be on the edge of your seat.

Lincoln Light Delivery Wagon \$650.00



THE WINNER

The Lincoln Light Delivery Wagon, 800 pounds carrying capacity, was winner in its class in the Chicago American Commercial Vehicle Reliability Run, which covered a distance of 750 miles, from Chicago to Detroit and back, over all kinds of roads, but more than that, it was the sensation of the run.

The Lincoln Light Delivery Wagon, 800 pounds carrying capacity, weighs loaded, less than most light delivery trucks weigh empty. This means economy in upkeep as well as economy in running expenses.

The Lincoln Light Delivery Wagon, is designed along the lines for light delivery service. There is a large and growing demand for a wagon of this kind.

The Lincoln Light Delivery Wagon has made good under all circumstances in light delivery service, it is the best designed for light delivery work, the most economical and lowest priced light delivery wagon manufactured, built in different models, both as an open light delivery or a closed panel top delivery.

Price \$650.00 Complete

We are now assigning territory and have some good territory open and solicit correspondence or interviews with good live dealers.

LINCOLN MOTOR CAR WORKS
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THE KALVODA CAPER by Roland Bosch

It was a dark and stormy night. It had been raining, and the wet surfaces glistened under the glow of the street lights. Even though everything was wet, the wind blew the fall leaves in little tornadoes around the darkened street of this western Minnesota town.

It was late, but high up on the second floor of the old JC Penney building, a light was still burning. There sat the CEO of the Kalvoda Old Car Collector Collaborative Collusion, Incorporated, private investigator,

F. J. Kalvoda. While drowsily browsing the latest issue of Hemmings Motor News, he was jerked into full attention when the phone rang. It was a woman's voice, soft and seductive, "Would you be interested in a 1909 Lincoln?" she said. Now instantly awake, he responded breathlessly, "Kalvoda's Old Car Collector Collaborative Collusion, Incorporated is always interested in old Lincolns." Thus began the Kalvoda Caper.

Kalvoda's mind quickly flashed through Lincoln automobile history. Henry Leland introduced the prestigious Lincoln Motorcar in 1917, sold the failing company to Henry Ford in 1922. However, Kalvoda thought he had read about a few brass era cars produced with the same Lincoln name – could it be?.

"Give me the details," Kalvoda asked.

"Well," she started "I know it has been stored for many years and is in mint condition. I know it is late, but I could come right over." "Great," he said, "I'll be here!"

Soon there was a soft knock on the door. He opened it. "Are you Kalvoda of Old Car Collector Collaborative Collusion, Incorporated?" she asked. The clammy feeling of expectation almost prevented him from answering, "Yes, are you the one who called about a '09 Lincoln?" "Yes," she said, "I'd like to get things done quickly. It's a three-hour drive from here. I won't tell you where it is, but I'll take you there."

"Good," he said, "let's go."



The cabin in the woods.

They drove out of town on county roads and headed North, at least he thought it was North. The wet roads were winding, and in

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Golden Globe nomination. In his review of the film, Roger Ebert called her character "the very embodiment of pluck," and said, "She has three lines of dialogue that brings the house down. They're obscene and funny and poignant all at once, and Dunaway delivers them just marvelously."

Dunaway also appeared in the Paddy Chayefsky-scripted satire *Network* as the scheming TV executive Diana Christensen, a ruthless woman who will do anything for higher ratings. She loved the script and later said this was "the only film I ever did that you didn't touch the script because it was almost as if it were written in verse." She pursued the role over the objections of her husband, Peter Wolf, and her confidant, William Alfred, who regarded Christensen as too heartless and were concerned that people would confuse her with the character. However, Dunaway believed it was "one of the most important female roles to come along in years" and went along with Chayefsky's conception and director Sidney Lumet's warning that she would not be allowed to sneak in any weeping or softness, and that it would remain on the cutting room floor if she did.

The film, a success in its day, is frequently discussed today due to its almost prophetic take on the television industry. Dunaway's performance was lauded, with Vincent Canby of *The New York Times* saying that she "in particular, is successful in making touching and funny a woman of psychopathic ambition and lack of feeling." Dunaway's performance in *Network* earned her many awards. She was

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Bob and Mary are going off the grid!

Worn-out from all of the Lincoln club activities and the limitations presently going on due to the Corona Virus, the Johnson's have decided to take a break and drop out for a while. "Life is just overwhelming," according to Mary Johnson. We turn on the television and all of the news is bad, and we just can't take it anymore. Summer is coming up, and there are no more Hallmark "feel good" movies made, and Bob and I have seen many of them three and four times. It is time to do something completely different from what we are now doing.

Bob was successful in finding a small parcel of land near the end of the Gunflint Trail, north of Grand Marais, Minnesota. Literally, in the middle of nowhere, it is the absolute perfect place to hide out for the next six or seven months. Bob has decided to leave both the Mark VII and the Town Car in the garage and find something more appropriate for this extended journey to the end of the trail. To that end, a very successful search of the internet was made, and a couple of "perfect" vehicles were found that will carry the Johnsons to their north country location in style. Not Lincolns, but one is a vintage Ford F-250 Camper, which Bob feels should work out great for this next adventure. It has plenty of room for a pop-up tent and a portapotty, a necessity these days for camping in style.



Outside and inside views of the Johnson's new camper. It is really quite cozy.



Another view of Bob's recently acquired camping vehicle. It is reported that Mary was absolutely speechless (which is unusual for her) when she first saw this fine, classic vehicle. It is perfect for a north woods trip.



Above is the classic 1971 Moto Guzzi motorcycle, complete with side car. Both Bob and Mary should make a great statement riding around the Gunflint area with this cycle. And best of all, it pulls easily behind the Ford camper on its small trailer.

For short trips near the campsite, Bob will be towing another vintage vehicle, a motorcycle, complete with sidecar, the perfect way to travel on beautiful days. What a joy it will be for both Mary and Bob to tear up and down the north country trails and roads on their cycle, the wind blowing through their hair and having a completely stress free summer. You just have to really admire them for taking a six-month leave of absence from reality and taking on the challenges of extended outdoor living. They are also taking a very nice portable camp stove and some good cookware designed for outdoor living. Mary has been researching recipes for squirrel fricassee and raccoon stew, along with some tasty wild rabbit dishes. With plenty of good fishing close by, they will not go hungry.

If you need to get in touch with the Johnson's, do it before the end of the month as they plan on embarking on their new adventure this April 1st.

Welcome Wagon Continued...

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named Best Actress in the Kansas City Film Critics Awards, and she also received mentions from the New York Film Critics Circle and the National Society of Film Critics. She received her sixth Golden Globe nomination for *Network* and was awarded Best Actress in a Motion Picture - Drama. In early 1977, the Academy Awards nominated *Network* for ten awards, with Dunaway winning in her third Best Actress nomination.

In 2016, Dunaway made a rare public appearance at the TCM Classic Film Festival, where she hosted a screening of *Network* and also joined in conversation with Ben Mankiewicz for a Q&A session in which she discussed her decades-spanning career. Although she stated in a 2013 interview, she felt her acting career was "pretty much over," Dunaway told Mankiewicz she had no intention to retire: "We live for work. We live for what we do. I just want to keep working. It's where I'm happiest."

Dunaway is a devout Roman Catholic and has said that she attends morning Mass regularly. She converted in the late 1990s and, until then, was a lifelong Protestant. In a rare interview for *Harper's Bazaar* in 2016, Dunaway said she felt that "it's important to have a partner, probably," but she described herself as "a loner," and added, "I kind of like to be alone and do my work and, you know, be focused on my own things."

From the internet..

(Continued from page 12)

the darkness, he lost all sense of direction. Finally, they turned onto a small gravel road. It was nearly midnight as they turned into a narrow driveway. The lights in a small cabin guided them through the woods to the anticipated destination. As they drove up the lane, with only the cabin visible, Kalvoda thought, "I don't see a shed big enough for a Lincoln." Not to be deterred, they approach the cabin and softly knock on the door. The door opened immediately, and a grandmotherly voice said, "Come in, come in, I have been expecting you."

"Now that's strange," thought Kalvoda, "how did she know we were coming at this hour?" After a few pleasantries, none of which were about a '09 Lincoln, the cabin lady said, "Let's have a cup of coffee" as she quickly disappeared into the kitchen.

"You know," said Kalvoda. "I never did get your name." In his excitement of the '09 Lincoln, he had forgotten entirely. "You never asked," she said complacently. "It's Betta Copper, and this is my grandmother Hadda Copper." In a moment, Gramma Copper was back with a steaming pot of coffee. After each had a few sips, Gramma Copper broke the silence and said, "Well?"

Kalvoda's heart nearly stopped, "Here it comes!" he thought.

"Well, I understand you like Lincolns. It was my Grandfather's," Gramma Copper continued, "I have kept it all these years. It's in nearly perfect condition, but I must sell it."

"Do you have a figure in mind?" Kalvoda asked.

Gramma Copper thought a moment. "How about 15?" she asked.

"I don't believe this," Kalvoda thought, "a nearly perfect '09 Lincoln for \$15,000!"

"Is that too much?" Gramma asked hesitantly. "Would you like to see it?"

"Yes, of course," Kalvoda gasped.

Gramma Copper briefly disappeared into the bedroom and came back with a small box. It was a jewelry box covered with soft velvet. She sat down beside Kalvoda and lovingly opened it. There nestled on a satin lining was a gleaming penny. "What's this?" stammered Kalvoda, "A penny?"

"Why yes," she said proudly, "It's a 1909 Lincoln penny, the first year of the Lincoln penny. It not only is a 1909 Lincoln penny, but it is also an SVDB penny. VDB is the initials of its designer, Victor David Brenner, and SVDB means it was minted in San Francisco. Very rare!" Gramma Copper said proudly.

"You mean we came all the way out here for a Lincoln penny?" stammered Kalvoda

"Why yes," Gramma said softly, "I thought you understood. Is \$15 too much?"

"No, it's not. You keep the penny. It means a lot to you," calmly replied Kalvoda with a smile.

Later, F. J. Kalvoda, CEO of the Kalvoda Old Car Collector Collaborative Collusion, Incorporated, closed the file of the Kalvoda Caper. He thought fondly of Betta Copper and Gramma Hadda Copper and the shiny copper penny. He turned out the light in his office high up on the second floor of the old JC Penney building, glanced at his vintage medium brown Lincoln Coupe. As he drove off, Kalvoda thought, "Gramma Hadda Copper had a copper Lincoln penny. I'm driving my copper Lincoln from Penney's. Coincidence? Irony? Maybe I'm dreaming!"

More Lincoln Blues...

(Continued from page 9)

tells us, "of all the colors in the spectrum, blues are seen as the coolest, both in temperature and in temperament, inducing feelings of calm and relaxation, projecting a quiet, cool permanence. In most cultures, blues are thought of as a form of protective influence, offering refuge."

A color of strength and confidence - A universal favorite we can always depend on, blues open us up to a world full of possibilities. Conveying a message of strength and confidence as well as comfort and ease, the versatility of the blue family is part of its allure, Pressman further explains.

From the endless sky to the watery sea, blue is the color of those elements of nature that never disappear. Associated with the continuity of another day, the mind perceives blue as being eternal, embracing the concept as being tranquil and constant. Blue hues that appear in the sky above evoke feelings of peace and tranquility, while sea blues bring to mind thoughts of cleansing waters and the serenity of quiet streams.

For Lincoln, the inspiration for the palette comes from many places, including the homes and lifestyles of clients, says Ronni Celoto, Lincoln color, and materials design manager. "We're always looking at our clients' experiences, at their routines," he says. "We look at their furniture and their clothing, and then when we put together our combinations, we find a balance. Our clients, we know, find that less is more. They like an uncluttered look - with very clean lines and calming colors. Modern, not busy. It's in their houses, in their lives, and it translates to their vehicles."

Preview of Coming Events

March **Sunday Brunch**, Dehn's County Manor, Fernbrook Lane Maple Grove, Minnesota
March 8 at 11:30 a.m.

April **Sunday Brunch, April 28, 2019** at the Brooklyn Park, 9690 Colorado a.m.
Classic car club Roundup, 4 to 8 New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley

May **12th Annual Memorial Weekend**
show

Bloomington Lincoln, Saturday, 2020, 10 a.m. to 2 p.m.

Lincoln car display, and ART-Aurday, May 16, 2020

11:30 a.m. to 3 p.m., hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis

Classic car club Roundup, 4 to 8 p.m., May 12, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley, Minnesota

June **Saturday, June 29, 10:00 p.m., 2:00 PM North Star Region**,
17th Annual Classic Lincoln Out State Car Show Where?
Classic car club Roundup, 4 to 8 p.m., June 9, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (MN 55) Golden Valley, Minnesota

April and May events cancelled due to the pandemic.

Roasted Pear, Lane, at 11:30

p.m. April 14, Olson Memorial Minnesota

Lincoln car

May 23 ,

WHIRL Sat-



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 Cumpston at 612-859-1483.**

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ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

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

North Star Activities



It is time to visit the Roasted Pear again. This is a perennial favorite, with good service and good food. Better yet, the prices are reasonable.

Let's

*Due to the possibility of infection by the Corona-19 Virus, all North Star Lincoln club activities are cancelled for the months of **April and May, 2020**. We would rather have you safe than sorry!*

get the group to some tall Lincoln what day.

gether once again for tails about your favorite and to generally enjoy should be a very nice

See you there on Sun-

April 26, at 11:30 a.m. The Roasted Pear is located at 9690 Colorado Lane in Brooklyn Park.

day,

COMING UP THIS MAY....

Come join us for a Lincoln car display, Saturday, May 16, 10 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. Held in conjunction with the Central Avenue ART-A-WHIRL, there will be many exhibits and activities for all to see and enjoy.

day, May 16, 10
Wendy Eisen-

It is time for our 2018, 10 am - 2

Bloomington Lin-

All Lincolns are welcome to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is

All Lincoln Car Show Saturday, May 23,

pm

coln, 1001 Clover Drive, Bloomington, Minnesota.

come, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is

ALL NORTHSTAR EVENTS
CANCELLED DUE TO PANDEMIC

In the event things change appreciably, we will be sending out emails regarding future Lincoln Club events and activities for both the LCOC and the North Star Region. We will also updates in the May issue of the Northstar News.

We miss the events as much as you do. All of us look forward to the day when things can return to some degree of normalcy and we can have fun once more.

Please take care of one another, stay well and avoid crowds. We need you all!