

NORTHSTAR NEWS

VOLUME 21 ISSUE 7

OUR 20TH YEAR

JULY 1, 2021

Our first North Star car show in two years.
Great cars, nice people, good food, just a great day!



Above, Al and Kathy Longley won people's best of show, first place.
Below... On the sidelines, Bob Roth's 1958 Imperial Coupe, a stunning car.



A picture perfect day for plenty of picture perfect cars. We were truly fortunate to have a nice day in the middle of a bunch of scorching hot (above 90 degrees) for our car show at our favorite Lincoln dealer in Bloomington, Minnesota. What with the year and a half hold on all public activ-

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Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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Trivia from the Internet



Ned Beatty
American Actor
1935 – 2021

Ned Thomas Beatty (July 6, 1937 - June 13, 2021) was an American actor. He was one of the top character actors in film, particularly during the 1970s, and appeared in more than 160 films, including Deliverance (1972), All the President's Men (1976) Network (1976), Superman (1978), Back to School (1985) Rudy (1993) and Toy Story 3 (2010). He was nominated for an Academy Award, two Emmy Awards, an MTV Movie Award for Best Villain, and a Golden Globe Award; he also won a Drama Desk Award.

Beatty was born

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Editors Message

July 2021

Dear friends and gentle readers: Another month has quickly slipped through our fingers, and we are about to begin our journey through the month of July. Let us hope that we don't set too many records for above 90 degree days in July. We have also passed by the summer solstice. With that in mind, you must take notice that the days are getting shorter on our trek through the months to December 21. It seems as though this cycle goes by faster and faster each year.

Our long-awaited car show at Lincoln of Bloomington finally came to fruition on June 12. As soon as most of the social distancing and mask requirements were lifted, Bob Johnson really got it in gear and in short order, and with the help of Ryan Benning of Lincoln of Bloomington, things came together with lightning speed. And what a beautiful day it was. We had a bit of a respite from the soaring, near 100 degree days. Closer to 80, but with a nice cooling breeze, a popup tent, and some wonderful shade trees on the west side of the dealership. There were new faces, some fine-looking new cars, and good food. It could not have been a nicer day. There is a bit more on the car show later on in the newsletter.

Later on, July 25, to be exact, the North Star Region will be having a Sunday picnic at Dave and Tammie Heeren's home in Lakeville. Please be there after 12 noon, and expect to spend an enjoyable afternoon visiting with your North Star friends. Bob Johnson is working out the details for lunch. Further information will be sent out by email or call Bob Johnson at 651.257.1715, operators will be standing by to take your call.

I know that not everyone will be happy with the coverage of one of Lincoln's from the 1950s, the Imperial by Chrysler. Bob Roth fell in love with a stunning example from 1958, a

Southampton two-door coupe. In 1958, we were down to but three true luxury automobiles in the USA, Cadillac, who had the lion's share of the market, Lincoln and Imperial. All were



Hugz, our west coast correspondent and a distant relative of Sweet Olga's, lives near Portland, Oregon, with his humans, Andrea and Don. Hugz noticed the unique license plate on the Lincoln MKC and had Andrea take a picture of it to send off to Olga. The Oregon plate does get your attention.

great cars, and each brand has its own following. This was a wonderful time for automobiles. They were very dependable, reasonably fast, and most were equipped with enough creature comforts to make driving an enjoyable experience. Some were even equipped with air conditioning. Most consumed huge quantities of gasoline and averaged 10 – 15 miles per gallon. Even though gas was only around 20 cents per gallon, filling up a 25-gallon tank took a real bite out of most pocketbooks. And those were the days before the widespread use of credit cards. Most

cars of the 50s were interesting vehicles and shouldn't be dismissed out of hand because they are not a Lincoln, Cadillac, or Chrysler. It is OK to like them all. As many of you may know, I also have a 1951 Chrysler Imperial, a 1956 Imperial, and a 1955 Cadillac Fleetwood. They are all nice cars in their own right.

It really would be nice if you could sit down and write a nice article about your favorite (or not-so-favorite) Lincoln. I really would welcome articles about any Lincolns, both new and old. A few of us have some new ones, and it might be interesting to read about what you like or dislike about whatever model you might have in your garage. Lincoln has come a long way in the past 25 years. Today, Lincoln makes an excellent driving car that is very quiet going down the freeway and delivers reasonably good economy. So if you can, let us know what you like about any recent year and model Lincoln that you might own or lease. Enquiring minds really want to know.

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

Directors Message by Bob Johnson July 2021

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on July 6, 1937 in Louisville, Kentucky, to Margaret and Charles William Beatty. He had an older sister, Mary Margaret. In 1947, young Ned began singing in gospel and barbershop quartets in St. Matthews, Kentucky, and at his local church. He received a scholarship to sing in the a cappella choir at Transylvania University in Lexington, Kentucky; he attended but did not graduate.

In 1956, he made his stage debut at age 19, appearing in *Wilderness Road*, an outdoor-historical pageant located in Berea, Kentucky. During his first ten years of theater, he worked at the Barter Theater in Abingdon, Virginia, the State Theatre of Virginia. Returning to Kentucky, he worked in the Louisville area through the mid-1960s, at the Clarksville Little Theater (Indiana) and the newly founded Actors Theater of Louisville. His time at the latter included a run as Willy Loman in *Death of a Salesman* in 1966.

In 1972, Beatty made his film debut as Bobby Trippe in *Deliverance*, starring Jon Voight and Burt Reynolds, and set in northern Georgia.

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With most COVID-19 restrictions now being lifted, we can try to get back to a normal life. On June 12, we held our first Lincoln car show in over two years. The response was the best; 20 cars and several other beauties were displayed, along with several members coming just to meet and greet our fellow club members. Speaking of North Star Region Club members, we have the possibility of signing up five new members from this one car show. Everyone had a good time with a very friendly atmosphere that was created by our members and the Lincoln of

Bloomington sales staff. I just wish our other twin city Lincoln dealerships were as friendly and accommodating to our club as Ryan Benning is from the Bloomington Lincoln dealership. We really need to thank them for the sponsorship and fellowship they always offer to our club.

Thanks to Bob Roth, he has coordinated another activity for us to enjoy; Sunday, August 22, 2021, Carlson Cheshire Park is now reserved for another North Star Picnic; more to come next month.

For July, we have two events scheduled; first, Maple Grove Days Car Show, Saturday, July 10. Breakfast 8 a.m., Car show 10 to 3 p.m., Jay White will post more information on Facebook and via email. Second, we will have a Sunday Picnic at Dave and Tammie Heeren's home, 11420 – 242 Court East, Lakeville, Minnesota. See you there Sunday, July 25, at noon. Arrangements for food are now being finalized.

Mike Denny, Editor for the Road Race Lincoln Register (RRLR) in his latest newsletter had a feature article "There still is hope," Mike notes: "As most of us interested in old cars are sadly finding out, our numbers are dropping as older hobbyists are passing, and there are not that many young people interested in taking their place. So when Nels Woods sent in his application to join RRLR, we were pleasantly surprised. He has rescued a 1949 Cosmopolitan convertible which in and of itself is unique. We have asked him to keep us up to date on his restoration." The story really created interest for me when Nels Woods stated he was from Minnesota. So I called Mike Denny and got his contact information; Nels lives just outside Stillwater, about 28 miles from me. Nels will be joining the LCOC and the North Star Region. It is a small world, but the key to this new member is, I took the time to get his contact information and then made a personal phone call to him. The results are that he and we both benefited, but we now have a young 22-year-old person who loves Lincoln's in our region. So please, take the time and CALL anyone you know that has a Lincoln and see if you can get them to Join LCOC; it is really up to you to help recruit new members for our North Star region. We are working on getting Nels' article for a Pride and Joy story for our newsletter.

Roger Wothe, our North Star Region Secretary since 1996, has decided it is time to retire. Since March 11, 1996, he has been the Secretary for more than 25 years, and he is ready to retire from the job—any takers? Thanks for understanding his position! We really have to thank Roger for much more than just being our Secretary. For the many years of hosting our fall picnic, always attending our events, and just being a friend. If you would be able to do the secretary duties, please contact any of our board members for more information.

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

Bob and Mary Johnson

Board Of Directors - 2021

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2021
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	2022
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	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2020
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.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

North Star Car Show continued...

(Continued from page 1)

ities, the North Star Lincoln club was suffering from a literal drought of activities of almost any kind, which brought people together in a face-to-face scenario. Car shows, one of our most favorite events, were taboo under the Covid-19 rules. With most restrictions recently lifted, we were off and running, with some great help from Bloomington Lincoln.

We did our very best under the circumstances, and we wound up with about 20 or so Lincolns and about 40 plus owners and guests turn out for this somewhat last-minute event. While it was warm, we were situated on the west side of the dealership and benefited from some good shade from some mighty oak trees. We also had a pop-up tent to shield a few of us from the direct rays. Coupled with a fairly comfortable humidity level, continuing winds made the day not too bad for those attending.

Ryan Benning, a man of great talent, had a big grill set up, and lots of great burgers were served up, along with some excellent bratwurst for the Lincoln club members, who are known for their ability to make food rapidly disappear. Sweet Olga, the consummate begging machine, was quick to zero in on that very nice smelling hamburger that her dad had. Of course, I gave her a small piece of it, which she quickly devoured. A big smile now on her face, she watched me hawk-like until I had almost finished consuming it. Her tenacity was rewarded with another small piece. I think that Sweet Olga would be quick to award Ryan Benning a master chief award for his culinary skills.

All Lincolns presented were very lovely and of interest to all who were there. A people's choice "Best of Show" award went to Al and Cathy Longly of Dayton, Minnesota, for their 1958 Lincoln Continental convertible. These are very interesting cars and were a radical departure from the 1957 models. The difference between night and day. We will talk a bit more about this model later on in this article.



The massively styled rear bumper assembly of the 1958 Lincoln Continental. It set the Lincoln apart from all other cars.

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Beatty's character is forced to strip at gunpoint by two mountain men who humiliate and rape him, a scene so shocking that it is still referred to as a screen milestone. In 1972, he also appeared in *The Life and Times of Judge Roy Bean*, a western with Paul Newman.

In 1973, Beatty had roles in *The Thief Who Came to Dinner*, *The Last American Hero*, and *White Lightning*. The latter film reunited Beatty with his *Deliverance* co-star Burt Reynolds. He also appeared in an episode of the TV series *The Waltons* that year, as well as the TV movie *The Marcus-Nelson Murders* and the pilot for the series *Kojak*. The next year, he appeared in the television miniseries *The Execution of Private Slovik* and in the two-part episode of *The Rockford Files*, "Profit and Loss". In 1975, he appeared in *W.W. and the Dixie Dancekings*, in Robert Altman's *Nashville*, and as Colonel Hollister in the *M*A*S*H* episode, "Dear Peggy". He appeared in the NBC-TV movie *Attack on Ter-*

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Northstar Monthly Board Meeting Minutes

June 3, 2021

BOARD OF DIRECTOR'S MEETING

Regional Director Bob Johnson called the meeting to order via a conference call at 6:30 p.m. Board members participating in the Board Meeting were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Matt Foley, Bill Holaday, and Tom Brace. Members not attending were Roger Wothe, Dave Heeren, and Jeff Eisenberg. There were no visitors. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

The first portion of the meeting was a conversation by the members who discussed the relief of restrictions for the COVID-19 pandemic and how we may try to normalize our meetings and scheduling for the remainder of 2021.

Chairman Bob Johnson then called the meeting back to order again and reviewed the activities schedule for the rest of the year. Our first Lincoln show will be Saturday, June 12, at Bloomington Lincoln, with Ryan Benning hosting in over two years. If the weather continues to cooperate, we expect between 25 and 40 Lincolns to attend.

Director Tom Brace discussed the joint event with the Upper Midwest Classic Car Club and our club at the Minneapolis firefighters Museum, a success with more than 40 persons attending. Tom filled in as our auctioneer and did very well. The auction proceedings covered the free catered meal. Everyone was happy to be able to visit with our old friends again.

Director Bob Roth will again pursue renting the Carlson Park shelter for a picnic. More will follow later.

Treasurer Matt Foley announced that the treasury balance was \$3,603.90 with all bills paid.

Membership and Publications Director Dave Gustafson announced that our May membership is still waiting for at least six members to renew. He also requested that more members submit more "My Pride and Joy" articles.

There being no further business, the meeting was adjourned at 7:15 p.m. The next meeting will be July 1 at 6:30 p.m. via a conference call from Bob Johnson.

Respectfully submitted by Secretary Roger Wothe from notes supplied by Bob Johnson.

1958 Lincoln and 1958 Imperial

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ror: The FBI vs. the Ku Klux Klan as Deputy Sheriff Ollie Thompson (1975). Beatty also made an appearance on Gunsmoke in "The Hiders" episode in 1975.

Beatty received his only Academy Award nomination, for Best Supporting Actor category for the acclaimed film Network (1976), portraying a television network's bombastic but shrewd chairman of the board who convinces the mad Howard Beale character (portrayed by Peter Finch) that corporation-led global dehumanization is not only inevitable, but is also a good thing. Neither Beatty nor William Holden, who shared the lead role with Finch, won an Oscar. The other three acting awards besides the best supporting actor category were swept by Network performers: Best Actor for Peter Finch, Best Actress for Faye Dunaway, and Best Supporting Actress for Beatrice Straight.

In 1976, he appeared in All the President's Men, The Big Bus, Silver Streak, Ga-

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Another interesting was on the sidelines and was brought by long-time LCOC member Bob Roth. It is one of the three true luxury automobiles offered for sale in 1958. It, too, deserves a little closer attention. In 1958, the field of lux vehicles had narrowed to but three, Cadillac, the sales leader, Lincoln, and the Imperial, a separate division of Chrysler, since 1955. In 1957, Chrysler corporation embraced the "Forward Look" for their entire product line, Plymouth, Dodge, DeSoto (remember them), Chrysler, and Imperial. The Forward Look line of cars looked and felt much different from any previous models Chrysler had fielded in the past years. Lower, a bit longer, classier interiors, without nameplates, you would have been hard-pressed to tell exactly who manufactured them. From personal driving experience of all three of these luxury cars, the 1958 Cadillac, Lincoln, and Imperial were very fine drivers.

All had impeccable road manners. All were reasonably fast due to the large engines under the hood. But, it is my personal opinion that the Imperial had a slight edge when it came to overall handling. The Imperial is a bit "lower-slung," and it seems that your seat is a little closer to the ground than that of the Cadillac or Lincoln. Each one has its own distinctive styling. The 1958 Cadillac is not a bad-looking car, but it seems (especially the Fleetwood model) that the chrome has been applied with a trowel. I think that the Cadillac has more square inches of chrome than any other American car up to that point in time. Lincoln's styling is a little more squared off and dignified. And the convertible, with the retractable rear window, is a style-setter. Even though it is one of the largest Lincoln's ever made, it doesn't look too bad. And as the years go by, it looks better and better.

We thank both Al Longley and Bob Roth for bringing their equally fine cars to the Bloomington show. We also want to thank all the rest of the folks who brought their nice Lincolns for us to see and admire. While today's cars are much more fuel-efficient than the older models and have many more features than the vehicles of, say, even 10-15 years ago, they seem to lack the styling individuality that older classics have in spades. And in one quick look, you could quickly tell the difference between a Cadillac, a Lincoln, or an Imperial. It is sort of interesting that the Imperial

has the faux spare tire styling cue on the trunk lid. Any chance that this idea was appropriated from an earlier car say perhaps the Mark II?

We have found some additional stories about the 1958 Lincoln and the Imperial that we are reprinting in this newsletter. Check them out; they are interesting.

My Life, My '58 Lincoln

By Bill Bonnell, 55, designer, Greenwich, Connecticut. Who owns a 1958 Lincoln Continental Mark III convertible. This story originally appeared in The New York Times, January 30, 2004.

I've read four car magazines a month for the last 45 years, so I know almost everything about every car made in America between 1952 and 1971. I've owned a few as well -- about a dozen, all of them from the 50s and 60s, which I consider the heyday of car design in America. When I buy a car, it's purely because of its design. In terms of looks, my 1958 Lincoln Continental was one of the most extreme cars of its time, and even today, some people find it bizarre. But to me, it's beautiful, a work of art with wheels.

The Lincoln is a piece of sculpture. When I look at it from any angle, it holds together. But the most striking thing is its scale. Ford wanted to compete with Cadillac, so it's a behemoth, just over 19 feet long and about 5,500 pounds. Ford radically restyled its cars that year, and the Lincoln looked like nothing before or since. It was a shot in the dark. The headlights flare up out of nowhere; I don't think anyone canted the headlights like that before. The rear window slants inward and can go up or down, even when the vinyl top is up, and there are big gouges by the front and rear fenders. Cars back then were designed as clay mockups, and you can tell someone had fun shaping this one.

Ford made about 3,048 of these convertibles; you could live the rest of your life and never see one on the road. You have seen the car if you've watched "North By Northwest." Eva Marie Saint drives a white one just like mine in a couple of scenes. She peels out of the Mount Rushmore parking lot and then pulls into a fake forest on a soundstage for a rendezvous with Cary Grant.

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tor and Mikey and Nicky. In 1977, he returned to work with John Boorman in *Exorcist II: The Heretic* (1977), and appeared in "The Final Chapter", the first episode of the television series *Quinn Martin's Tales of the Unexpected*. During 1977-78, he starred in the short-lived sitcom *Szyszyk* on CBS.

In 1978, Beatty appeared in *Gray Lady Down* (1978), a drama aboard a submarine starring Charlton Heston. The film is significant chiefly for being the screen debut of Christopher Reeve, Beatty's future costar. Later that year, Beatty was cast by Richard Donner to portray Lex Luthor's inept henchman Otis in *Superman: The Movie* (1978), as he would in the 1980 sequel, where we see his character being left behind in prison. He received a second nomination for Emmy Award for Outstanding Lead Actor in a Miniseries or a Special for the television series *Friendly Fire* (1979). In 1979, he was seen in *Wise Blood*, directed by John Huston, and *1941*, directed by Steven Spielberg.

In 1980, Beatty appeared in *Ronald Nea-*

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More 1958 Continental

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I was a car-crazy 10-year-old when the 1958 Lincoln Continental came out. Growing up in Homewood, Illinois, I was known as the kid in school who doodled cars everywhere. My dad sold insurance, and the local Lincoln-Mercury dealer was one of his customers.

One day, I begged him to take me with him on a sales call because I wanted to see the new Lincoln. Even then, I liked the way it looked. Dad never bought a Lincoln; he couldn't afford one. This was back when the notion was that you'd work your way up a car company over the years; you'd start out at Ford, segue to Mercury and end up at Lincoln. Dad never made it past Ford.

I got a degree in industrial design and hoped to work in Detroit as a car designer. Recently there's been a Renaissance in car design, but back in the 1970s, all the cars were so ugly that I couldn't imagine contributing to that. So I went into graphic design. Now, instead of designing beautiful cars, I collect them.

I got the Lincoln four years ago when I was in Florida visiting my father. I saw an ad for it in the local paper. Fully restored, this was the nicest one I'd seen for sale. The owner was asking \$17,000. I took it for a test drive around the Tampa airport. The steering in old cars is quirky; there's a delay between the act of turning the wheel and the car actually moving in that direction. Once you're used to it, you can build in the delay.

People say to me, "I can't believe anyone drove a car that size." I guarantee that in 15 years, people will look back at the Lincoln Navigator S.U.V. and say, "I can't believe people ever drove cars that size."

Car collecting doesn't dominate my life -- I'm not an addict, just a casual user. My garage only has room for one old car, so if I buy a car, I have to sell a car. I like to peruse eBay Motors, which is sort of like porn for car lovers. I've actually bid on a few, but I don't know what I'd do if I ever got one. I'd like to keep the Lincoln for a while.

FACT SHEET - All About The Continental
BASE PRICE -- In 1958, the two-door Mark III convertible cost \$6,223.

NUMBERS PRODUCED -- Ford made 12,550 Lincoln Continental Mark III's in the 1958 model year.

COMPETITION -- In 1958, other luxury

convertibles included the swoopy Cadillac Eldorado and the relatively restrained Chrysler Imperial.

THE COMPANY -- The Ford Motor Company bought the Lincoln Motor Company in 1922 to add a luxury counterpoint to Ford's nuts-and-bolts Model T. Edsel Ford created the company's first design department in 1938 and asked its head designer, Eugene Gregorie, for a car as continental as the ones he had seen in Europe. The 1939 Lincoln Continental received great acclaim. In 1955, Lincoln introduced the Mark series.

CELEBRITY CACHET -- Continental owners over the years included Elvis Presley, Duke Ellington, the Shah of Iran and Frank Lloyd Wright, who called his 1940 model the most beautiful car ever made.

BIG-SCREEN APPEARANCES -- A white Continental appeared in "North by Northwest," but black ones starred in two other films: Sonny Corleone is shot to death in a 1946 coupe in "The Godfather," and the gang destroys a 1964 sedan in "Animal House."

Tom McCahill



Tom McCahill - 1907 - 1975

"Uncle" Tom McCahill was a very well known auto journalist, beginning his career writing about new cars. Here is a delightful piece written by Jim Donnely, which first appeared in the October, 2005 issue of *Hemmings Classic Car*.

Since we can confirm that The Horseless

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More Tom McCahill

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me's 1980 American film *Hopscotch* (1980) with Walter Matthau. In 1981, Beatty appeared in the comedy/science fiction film *The Incredible Shrinking Woman*, directed by Joel Schumacher and starring Lily Tomlin. In 1982, Beatty returned to work with Richard Donner and Richard Pryor in the comedy *The Toy*. Beatty worked with Burt Reynolds again in the auto-racing farce *Stroker Ace* (1983).

In the middle of the 1980s, Beatty appeared in the comedy film *Restless Natives* (1985), directed by Michael Hoffman. By the end of the 1980s, Beatty appeared in another comedy film, as the academic "Dean Martin" in *Back to School* (1986), starring Rodney Dangerfield. He played a corrupt cop in the 1987 American neo-noir crime film *The Big Easy*, directed by Jim McBride and starring Dennis Quaid, and continued with a spy drama, *The Fourth Protocol* (1987), opposite Michael Caine and Pierce Brosnan.

In 1988, Beatty appeared with the main character Thelonious Pitt in *Shadows in the Storm*, reunited with

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Age, the world's first magazine devoted solely to automobiles, was first published in 1895, it's also an indisputable fact that Thomas Jay McCahill III, born in 1907, was not the first guy to write about cars. What is also beyond dispute is this: More than any other writer, McCahill is the father of the automotive road test as we know it today. Yet the generations of automotive journalists (that term didn't exist in McCahill's heyday, which bloomed just after World War II) that have followed him in the business of reporting on cars will likely never match the zany, outrageous, but always flatly honest prose that became his trademark.

In the years since McCahill's death, the automotive historian Richard M. Langworth has been among the most energetic in keeping McCahill's memory alive. McCahill was a correspondent--never a salaried staff member--for the long-defunct *Mechanix Illustrated* magazine. During his tenure, which began in 1946, he cranked out more than 600 road tests. Put it this way: If Groucho Marx was the king of the wisecrack, and Henny Youngman the master of the one-liner, then Uncle Tom (his self-created identity) was to the simile what Joe Montana was to the two-minute drill. Langworth even went so far as to compile a glossary of McCahill-isms. On the 1957 Buick's handling: "Like a fat matron trying to get out of a slippery bathtub." On re-powering the 1955 Packards: "Changing to a V-8 was like Harry Truman voting Republican." On the 1957 Ford's build quality: "Rugged as an Irish riot in a Russian saloon." On the effectiveness of the 1958 Chrysler Imperial's air conditioning: "Cold enough to blue the lips of an Eskimo blubber collector parked inside a blast furnace." On the 1956 AMC Rambler's size: "As short as a Sing Sing haircut."

And so on. McCahill also had his own terminology for individual cars and colors, to the effect of "nitroglycerine stuff (1951 Studebaker V-8)," "geranium pot (Triumph Herald sedan)," "redder than a wino's nose," "manhole black" and perhaps most famously, "moose-nose brown."

While John R. Bond and Ken Purdy were equally formidable forces in advancing the causes of automotive journalism and history, the great sweep of American magazine readers had clearly never seen or read the likes of Uncle Tom before. The 6-foot-1-inch

McCahill was statuesque and powerfully built, weighing 250 pounds and proudly bald. He was born in Larchmont, New York, and at the time of his death, was believed to be the only known surviving descendant of the notorious Scottish highwayman Rob Roy. His grandfather had been an enormously successful lawyer, and left both McCahill and his father a monumental fortune. McCahill's father had been a football All-American at Yale, and the son was determined to follow in his footsteps.

A prep school injury, however, shortened one of his legs by an inch, leaving him with a permanent limp. While McCahill was admitted to Yale, he graduated with a degree in fine arts. His first madcap venture in the early 1930s was peddling "Native Hawaiian Sun Oil"--its principal ingredient was iodine--to swimmers on Rye Beach, New York, with promotional help from his swimming buddy, the film star Johnny Weismuller.

McCahill, who was already interested in cars, used the proceeds to buy an Imperial with Locke coachwork. He briefly operated the Murray Garage in Manhattan, repairing Rolls-Royces, but the Depression deep-sixed the business. It was then that he first attempted freelance writing, selling fiction and stories on marine engines to titles such as *Yachting*, *Popular Science* and *Reader's Digest*.

Next, he hit upon the notion that an auto-starved wartime public might be interested in factual articles on new cars, rather than just manufacturer advertising. He sold the idea to *Mechanix Illustrated*, and convinced skeptical automakers--who had never lent their products out for independent testing--that he only wanted to photograph the cars. When the articles showed up in print and captivated the readership, thanks to McCahill's wacky writing style, the manufacturers were forced to capitulate. Soon, his reviews were viewed with both anticipation and dread by the industry.

McCahill became the magazine's public face, and the industry quickly realized that his review could make or break a product instantly. For example, when he drove the 1948 Futuramic 98, the first redesigned post-war Oldsmobile, he said that hitting the accelerator, "Was like stepping on a wet sponge." Olds dealers were incensed, but it was widely known that McCahill's rant motivated them to put the Rocket V-8 into the lighter 88.

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Burt Reynolds and Christopher Reeve for the 1988 comedy film *Switching Channels*, his fifth time in a movie with Reynolds. He appeared in *Purple People Eater* (1988), portraying a simple grandfather. In 1989, Beatty made *Chattahoochee*, portraying Dr. Harwood. He had a recurring role as the father of John Goodman's character Dan Conner on the TV comedy series *Roseanne* (1989-1994).

Entering the 1990s, Beatty gained his third nomination for an Emmy Award for Outstanding Supporting Actor in a Miniseries or a Special category for *Last Train Home* (1990). A year later, he appeared in the British film *Hear My Song* (1991), in which he portrayed tenor Josef Locke, for which he was nominated for a Golden Globe Award for Best Supporting Actor - Motion Picture.

In 1990, Beatty worked again with Linda Blair in *Repossessed* (1990), a spoof of *The Exorcist*. He appeared in the Marvel Comics superhero adventure *Captain America* (1990). He portrayed the father of the bride in *Prelude to a*

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McCahill continued...

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McCahill relied only on his stopwatch and measured miles he'd staked out in New Jersey, Florida and California, marking them only with splashes of paint to keep their locations secret. He was the first automotive writer to record the now-standard 0-60 mph acceleration time.

McCahill spent his last years in Ormond Beach, Florida, and died May 10, 1975. As the Canadian automotive historian Bill Vance recalled, he had lost a leg that became gangrenous after a thorn penetrated it on one of his beloved duck hunts, forcing its amputa-

tion.

Don Chaikin, now automotive editor at Popular Mechanics magazine, was a McCahill contemporary early in his career. As he remembered, "At his peak, his stuff was brilliant. Mechanix Illustrated never publicly acknowledged his death, because his name was synonymous with it, he was the franchise, and they didn't want to admit he was gone. For a while, they ran a column called Tom McCahill Reports that was ghostwritten by his stepson.

"Clearly, he was a gentleman of a different era," Chaikin said.

"Uncle" Tom McCahill tests the '58 Imperial



From the July 1958 issue of *Mechanix Illustrated* magazine.

In the modern industrial world of high-pressure claims and counterclaims, it's sometimes impossible to separate the good guys from the bad guys. However, in my bald-headed opinion, the outstanding car built in America, bar none, is the 1958 Imperial.

What makes the Imperial so outstanding? Well, let's toss all the parts on the table and take a look. Basically, the '58 is very much like the '57, only with a wheelbarrow of improvements, all of them good. In the old days (and in Europe today), when a model was introduced, the company stuck with it for anywhere from five to ten years—and in some cases longer. Under the pressure of today's mass set-up, it is an engineering impossibility to bring out totally new models every year and have them bug-free.

In Europe, the finer cars are undergoing constant refinements to their basic designs. If you think all of Europe's first models are any more bug-free than ours, you're completely mistaken. Such top brands as Mercedes, Bentley, and Rolls, and similar classics experi-

enced growing pains whenever new models were introduced. In this country, just about the time, we have figured out why the trunk leaks, why the body squeaks, why the air conditioning doesn't air-condition, and a hundred other things, we scrap the whole design and start out all over again.

The Imperial was our choice as top car of 1957, even though it had its normal crop of bugs, being a radically changed design from 1956. Some people feel Chrysler should have made another complete model switch-over for '58. I, for one, am glad they didn't. It would be like a guy holding a Royal Flush and calling for a new deal. In sticking with the same basic design in 1958, the annoyances have been eliminated, and the car is outstanding, with one exception. That is the foolish location of the Reverse button. It's right between Drive and "2," the accelerating gear, making it virtually impossible for anyone but Cyclops to reduce gears from Drive without taking his eyes off the road. Why didn't they put it at either end of the vertical row of buttons?

My test cart was delivered to me in Florida by Brewster Shaw, the driving dealer who

McCahill testing the 1958 Imperial

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Kiss (1992), opposite Meg Ryan and Alec Baldwin. In 1993, he appeared in the true story based film *Rudy*, playing a Notre Dame Fighting Irish football fan whose son, against all odds, makes the school's football team. Beatty starred in the television series *Homicide: Life on the Street* as Detective Stanley Bolander for its first three seasons (1993-1995).

Beatty made the 1994 science-fiction film *Replikator* (1994) and mystery-comedy *Radio-land Murders*. In 1995, he worked with Sean Connery and Laurence Fishburne in the thriller *Just Cause*. He appeared as Judge Roy Bean in the TV miniseries adaptation of Larry McMurtry's western novel, *Streets of Laredo* (1995). He appeared in a 1998 sports-drama film written and directed by Spike Lee and starring Denzel Washington, *He Got Game*. In 1999, Beatty returned to work with *Cookie's Fortune*, *Life*, and *Spring Forward*.

In the beginning of the 2000s, he was a member of the original cast of the television police drama reunion film *Homicide: The Movie*

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won the MI Acceleration Trophy again (for the fourth time) this year. It was a two-door Southampton model with all red leather upholstery. This costs only a few bucks more and looks to me like a thousand dollars more as I've never been a fan of combination fabric-and-imitation leathers. This is the real McCoy and the only upholstery to have in a car for my dough.



Imperials of this era, beginning with the 1955 models, had very distinctive "gunsight" tail light assemblies. "Uncle Tom" referred to them as "sparrow strainers."

The air conditioning system was one of the things that held the most interest for me. In 1957, all manufacturers were under-conditioned (for the increased glass areas), and the Imperial was no exception. Our new test job had Chrysler's latest dual air conditioning, which means you not only get it from the now conventional front unit but also from an additional booster unit located in an unusable part of the trunk. Thus you have air conditioning in front and behind. It's effective enough to blue the lips of an Eskimo blubber collector parked inside a blast furnace.

We took it deep into the Florida Everglades, and the temperature on a deserted airstrip we found was well over 110 degrees to test this car. Parked in the broiling sun on this airstrip (which is the acid test for any air conditioner, since it has no forward rush of air to help the evaporators), I was able to get the inside cab temperature below 60 degrees. Playing with the thermostat was easy to hold

at a more comfortable range, between 68 – 70 degrees. This is real air conditioning and will prove a Godsend to anyone who must travel in 100 degree plus weather, such as I do during mid-summer

From the airstrip, we plowed through muddy Everglades roads. This car was equipped with a limited-slip differential which, when tied up with its tremendous 9.50 x 14 tires, gives it all the traction of a Jeep. I used a '57 Imperial test for covering field trials over gook as slimy as a riverboat con-man, and I reported terrific traction last year. With this limited-slip differential, its traction is even better in '58. At one spot, we spied an eight-foot alligator and stopped for a look-see. When we decided to take off again, the tires had sunk an inch or two into the muck. As I stepped on the gas gently, there was just the slightest trace of wheelspin, so I got off it instantly. The temperature in here was high as we were miles off the beaten path; our plight could have been pretty nasty. We were surrounded by swamp on each side, loaded with cottonmouth moccasins and, as we now knew, alligators.



Deep pockets on front doors are handy for stashing rumpled \$1,000 bills on the road.

Stepping out of the car for a better appraisal of the situation wasn't too comforting. I slipped the Imp into the Low range and applied the gas as soft as a 30-second egg. When this didn't start me moving, I threw caution to the winds, like the kid with the Seventh Veil, and clomped it. There were a couple of Voom! Vooms! And out we shot like a pebble from a slingshot. I feel sure that without the limited-slip feature, we'd probably still be there, as no guy in his right mind ever came down that path.

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Imperial road test continued...

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(2000), reprising his role of Detective Stanley Bolander. In 2002, he appeared in Peter Hewitt's film *Thunderpants*. In 2003, he portrayed a simple sheriff in *Where the Red Fern Grows*.

Beatty also enjoyed a career as a stage actor, including a run in the Broadway and London productions of *Cat on a Hot Tin Roof* with Brendan Fraser and Frances O'Connor. He won a Drama Desk Award for Outstanding Featured Actor in a Play for playing Big Daddy in a production of *Cat on a Hot Tin Roof*.

In the middle of the 2000s, Beatty appeared in the television film *The Wool Cap* (2004) with William H. Macy, and in 2005, in an American independent film directed and written by Ali Selim, *Sweet Land*. In March 2006, Beatty received the RiverRun International Film Festival's "Master of Cinema" Award (the highest honor of the festival), in Winston-Salem, North Carolina.

At the end of the 2000s, Beatty portrayed a corrupt U.S. Senator in the film version of Stephen Hunter's novel

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The Imperial features large, easy to read circular gage clusters for all important information.

On the road (the hard kind, that is), it immediately becomes evident why this '58 Imperial is America's outstanding car. To start with, it's a big car in every way, but behind the wheel, you feel it's small. That's because the steering is so light, accurate, and positive. And the suspension, the best in the country, lets you maneuver as if it were 2,000 pounds lighter and several feet shorter. There is no car made in America (with the exception of the Chrysler 300) that can match it around a hard bend.

At high speeds (meaning well above 100 mph), it's as unwavering as the white line down the center of the road. We tried a number of emergency cuts, such as you might experience when some village dunce pulls out in front of you, and there was no breakaway. I've driven many sports cars that didn't handle half as well. We made a series of pictures of the car at an airport, taking a hard corner at better than 70 mph, but you won't see the pictures because this car corners so flat that there's absolutely nothing to show. Using an automatic Nikon camera that takes three pictures a second, the printed results of 36 photos of hard cornering look like a group of parked still shots.

We've talked about the great Chrysler full-time power steering before, and it's still the best. But in this day, when there are several types of suspension systems available, including the newer air suspensions, one must be best when such radical differences in design are involved. At this writing, I have two test cars with air suspension at my front door, plus the test Imperial. The air suspensions give excellent rides, especially over the rough stuff. Still, when the chips are really

down, there is no comparison—Chrysler's TorsionAire suspension is miles ahead in every respect, particularly in safety and control. Unlike air suspension (which is a plumber's nightmare at best and is only slightly less complicated than the human brain), there is nothing to service.

One new feature, which is extra equipment and was on my test car, is Chrysler's 1958 Auto Pilot. In many ways, this resembles the automatic governor on the old Silver Ghost Rolls-Royce back in the days around World War I. I owned a number of Rolls and took advantage of this feature in hundreds of miles of cross-country travel. With the old Rolls, which had a now-forgotten gas throttle on the steering column, once in high gear, you could set the notched hand throttle for, let's say, 50 mph, and from that point on, you'd go 50 mph—uphill, downhill and around corners. It had one drawback that Chrysler's new gismo doesn't—you kept on going at this speed even though the Twentieth Century Limited might cross your path until you slapped the throttle down. As all but the last model Silver Ghost had two-wheel brakes, stepping on the pedal had about as much effect as slowing down the Queen Mary by dragging your foot.

Chrysler, with their new Auto Pilot, has cut this job of stopping in half. The instant you touch the brake pedal, the whole thing's called off. For example, suppose you get the Imperial going and you want to cruise the turnpike at 60 mph. You set the marker on the instrument panel to "6," then build up your speed as usual. When you reach 60 mph, you'll feel a decided backing pressure against your foot which means you've arrived at the desired plateau. Then you push a small button in the center of the control, remove your foot from the accelerator, and you'll keep doing a steady 60 mph until you do one of several things; the first is canceling out by touching the brake.

If you wish to lower or raise speed without calling off the Auto Pilot, you can turn the speed dial down to 30 mph, and the car will come down to that speed and hold a steady 30 mph. Or you can shove it all the way up to "9" (which is 90 mph), and you'll be doing 90 mph. While you're doing it, you can have your feet parked in the glove compartment if that's the way you like to drive. Below 30 mph and above 90 mph, however, you'll have to resort to the old-fashioned methods and do it the

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More 1958 Imperial

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Point of Impact retitled *Shooter* (2007), directed by Antoine Fuqua and starring Mark Wahlberg, Michael Peña, and Danny Glover; in a drama film written and directed by Paul Schrader, *The Walker* (2007), and as the honorable U.S. Congressman Doc Long in the true story *Charlie Wilson's War* (2007), with Tom Hanks and Julia Roberts, directed by Mike Nichols. He also worked with Tommy Lee Jones in the thriller *In the Electric Mist* (2009).

In 2010, Beatty starred in the thriller *The Killer Inside Me* (2010), which was part of the Sundance Film Festival. He also voiced the main antagonist Lots-O'-Huggin' Bear in *Toy Story 3* (2010). In 2011, Beatty worked with actor Johnny Depp and director Gore Verbinski in the computer-animated film *Rango* (2011), again, playing the role of the antagonist, Tortoise John. He appeared briefly in the film *Funny Guy* and in the film *Rampart* (2011), opposite Woody Harrelson, which is set in 1999 Los Angeles. Beatty's final television appearance was in sitcom television

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hard way by pushing your foot down on the gas pedal. For an extra burst of speed, floor the accelerator, and when you remove your foot, the car will return to the pre-set speed automatically.

Now, this sort of device usually comes under the head of "gadget"—which is—but it's a pretty useful gadget for guys like me. I travel thousands of miles every year on turnpikes and the open road where this gismo would take a lot of the fatigue out of long trips. For example, with this Auto Pilot, it would be conceivable to drive all the way from New York to Chicago and only have to touch the accelerator four or five times after stopping for tolls. Aside from the fatigue-lessening feature, it is probable that many drivers will get as much as two more miles per gallon using this on long runs, as the speed will be constant and power will only be increased as needed. After observing thousands of drivers, I realize that a large percentage of them drive as if they had pebbles in their shoes or a mild case of St. Vitus' Dance. Only the really good drivers maintain a steady pace mile after mile, and even this

gets tough to do for the best of them after a few hours. I think this a great feature. After the hundreds of miles I've used it in open-country running, I feel it should prove very popular, especially with the arrest-prone boys who unconsciously have a way of slipping above speed limits with expensive consequences.

In summing up, here are a few of the features which make this car so outstanding: First, few will deny its looks (I personally think they're the best). But the car is no boulevard dandy; it is just as much at home on any road in America as any car built. For '58, it has a new turn indicator switch which is great (last years was a horror), and in each front door, there are deep door pockets. The mammoth trunk (McMichael reports it is the biggest he's tested) is lined with deep carpeting to keep your luggage from being chewed up. The brakes are tops, and even that damnable side mirror can now be adjusted from inside. The car will top 120 mph, do 0-60 in under 10 seconds, and is as quiet as Gimbel's Basement on Christmas morn. In four words—It's America's Finest Car.

List prices, 1955 versus 1958 luxury models



Comparison of dimensions, luxury models

	1958 Lincoln	1958 Imperial	1958 Cadillac	1959 Cadillac	1955 Lincoln	1957 Lincoln	1961 Lincoln
Length	229.0	225.8	216.8	225.0	215.6	224.6	212.4
Wheelbase	131.0	129.0	129.5	130.0	123.0	126.0	123.0
Width	80.1	81.2	80.0	81.1	77.4	80.3	78.6
Front tread	61.0	61.8	61.0	61.0	58.5	58.5	62.1
Rear tread	61.0	62.4	61.0	61.0	58.5	60.0	61.0
Weight	4,799	4,650	4,675	4,770	4,235	4,349	4,927

North Star Show at Bloomington Lincoln

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series *Go On* (2013), starring Matthew Perry.

Beatty's next film was *The Big Ask* (2013), a dark comedy about three couples who head to the desert to help their friend heal after the death of his mother. The film featured Gillian Jacobs, Zachary Knighton, David Krumholtz, Melanie Lynskey, Ahna O'Reilly, and Jason Ritter, and was directed by his son Thomas Beatty and Rebecca Fishman. His other next movie was *Baggage Claim* (2013), an American comedy film directed by David E. Talbert and written by Talbert based on his book of the same name, opposite Paula Patton, Adam Brody, Djimon Hounsou, Taye Diggs, Christina Milian and Derek Luke, which was also Beatty's final film role before his retirement.

Beatty was married four times. His first wife was Walta Chandler; they were married from 1959 until 1968 and had four children: Douglas Beatty (born 1960), twins Charles and Lennis Beatty (born 1963), and Walter Beatty (born 1966). His second wife was the actress Belinda Rowley; they

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Good news! Car shows are back. The North Star Region held their first in two years this past June 12 at Lincoln of Bloomington, the very best Lincoln store in the greater Twin City area. And what terrific hosts Ryan Benning, Managing Partner, and General Manager Brian Schrupp were. What seemed like an unending supply of hamburgers and bratwursts were made available to the seemingly ravenous appetites of the North Star club members. In addition to the great food, the dealership contributed some door prizes, which made the event even better.



Kathy and Al Longley with their 1st place award for their 1958 Continental.

We had a great location on the west side of the dealership. Big trees provided us with some shade, and a popup tent provided even more. While the temperatures were moving toward the 90-degree mark, a nice breeze and somewhat low humidity made for not too bad a day. No masks, no social distancing, along with hugs and handshakes, made for the best day in a long, long time. While we love automobiles, we are also a very social club and love the personal interaction between one another. It was really good to see many of our old friends and meet some new folks who showed up for this event.

We had nine new cars shown for the first time with new possible members for our region. Rafael Sanchez, Maplewood. 1984 Town Car; Rey Reyneru, Crystal, 2003 Town Car; Tina Zimpel, Minneapolis, 1993 Town Car; Luke Aston, Elk River, 1997 Mark VIII; Dave McDowall, Shoreview, 1979 Mark V; Bruce Wylie, Lake Elmo, 1981 Mark VI; Dave Heeren, Lakeville, 1979

Mark V; Mike Martin, North St. Paul. 1997 Mark VIII and Mitchell Hall, Waconia, 1979 Town Car.



Jay White, won the people's choice 2nd place award for his 1957 Mark II. Cell phones do not always take the best pictures.

I believe the heat of the past week held down our attendance, but we had 20 cars and about 60 members attend (at least 20 without Lincolns) on this hot day. Our Long-Distance award went to Mitchell Hall, Waconia, driving a 1979 Town Car. Our People's Choice Award - Best of Show was won by Al and Kathy Longley, Dayton, with a 1958 Continental convertible. Our Second-place award went to Jay White, Apple Valley, with a 1957 Mark II. Our Third-Place award went to Mike Martin, North St. Paul, with a 1997 Mark VIII.



Mike Martin, Third Place winner with his 1997 Mark VIII

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More North Star Show

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were married from 1971 to 1979 and had two children: John Beatty and Blossom Beatty. His third wife was Dorothy Adams "Tinker" Lindsay; they were married from June 28, 1979 to March 1998 and had two children: Thomas Beatty in 1980 and Dorothy Beatty in 1983. His fourth wife was Sandra Johnson; they married on November 20, 1999, and resided in California. They also maintained a residence in Karlstad, Minnesota.

Beatty was not related to fellow Hollywood star Warren Beatty, both born in 1937. When asked if they were related, Ned had been known to joke that Warren was his "illegitimate uncle."

On June 29, 2012, Beatty attended a 40th anniversary screening of *Deliverance* at Warner Bros., with Burt Reynolds, Ronny Cox and Jon Voight.

Beatty supported Jesse Jackson's 1988 presidential campaign.

Death - Beatty died at his home in Los Angeles of natural causes on June 13, 2021, at the age of 83.

From the internet...

(Continued from page 13)



Mitchell Hall, Waconia, won the Long distance award. Mitchell also has a nice 1979 Town Car.

Everyone who attended enjoyed the weather all though hot; it was better than snow a little over a month ago. We met new members and visited with persons who attended because of information posted on Facebook and our websites. Social media is an excellent asset for fast communication. But it is the face-to-face fellowship that makes our events really enjoyable. The ability to visit with people, talk about cars, and exchange ideas. Also, there were many club members that we have not seen for a while—seeing all these good folks together made for a wonderful day.



Sweet Olga taking a break from meeting all the nice people at the Lincoln show.



Ray and Jeanine Nelson are the proud owners of this 1948 Continental Coupe.

Facebook posting by both the North Star Region and Bloomington Lincoln brought out some new folks too. Please try to take some time this season to attend as many of our activities as you can. There are many, many new friendships out there just awaiting your participation in one of our events. Check out the postings on Facebook pages for both the *North Star Lincoln Continental Car Club* or *Lincoln of Bloomington*.!



Ryan Benning of Bloomington Lincoln receiving the dealer appreciation award from Bob Johnson.

Once more, we want to thank the Lincoln of Bloomington dealership, Ryan Benning Managing Partner and General Manager Brian Schrupp, and all of the staff that made this such a delightful day with friends and our Lincolns. We look forward to returning in 2022 for the 13th Annual Classic Lincoln Car Show; the date is not set for 2022.

Preview of Coming Events

For 2021

- July Maple Grove Days Car Show 10 a.m. - 3 p.m. **Saturday, July 10.**
Meet for breakfast with your Lincoln club friends at 8 a.m.
- Sunday Picnic, July 25,** at Dave and Tammie Heeren's Home, Lakeville, MN.
Come at 12 Noon and enjoy a nice afternoon with friends. Lunch to be arranged. More details in the next issue of the Northstar News.
- August Eighth Annual Lincoln Homecoming, **August 12 -15,** 2021 Hickory Corners, Michigan
- September Our annual gathering at Morries Classic Cars. **September 19, 2021.**
Still in the planning stage, we are planning on a catered meal and perhaps an auction to help defray the costs of the dinner. Look for full details about this event in future issues of our newsletter.
- October LCOC Eastern National Meet, **October 20-24, 2021.** Full details on the LCOC website.
Sunday Brunch, October 17 at Dehn's County Manor, 11281 Fernbrook Lane North, Maple Grove at 11:30 a.m. Service will be provided off a special breakfast menu.
- November Finish up 2021 with a Sunday brunch - **November 6** at the Lowell Inn in beautiful downtown Stillwater. Be there at 11:30 a.m.



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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North Star Activities

LINCOLN OF BLOOMINGTON

Please stop by and visit our favorite Lincoln dealer, Lincoln of Bloomington, just south of the 494 freeway, between Lyndale Avenue and 35W. They are one the best Lincoln dealers in the Midwest and will do their very best to find the right new Lincoln to meet your needs.

Ryan Benning and Brian Schrupp are experts in the auto business and will help find the best car for you and a price you are comfortable with. Please stop by today, and tell them you belong to the Lincoln Club. And if you are buying a new Lincoln, the X-plan pricing, available to all Lincoln club members, will save you some money.



For Sale - 1983 Continental Mark VI

Original Gold and Cream paint. A Kentucky car that has always been garaged kept. Never driven during winter. Very solid body, no rust anywhere.

Features the very smooth running 5 liter fuel injected V8. Will do 23 mpg on the highway. Has all the usual Lincoln extras, keyless entry, analog

gages, excellent leather seating, AOD transmission. New battery, new fuel pump, new fuel tank, new TRW coil springs, shocks, tires and lots of other good stuff too. Please call for more details. 93,600 miles. This is an extremely well cared for Mark VI. Open to offers near \$7,000. Call Marlin at 763.452.0390 email: Life@wellnesspro.co



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.