

Hale and Farewell, Bill Holiday



Above - Bill and Kathryn Holaday and Bill's 1959 Lincoln

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.

Editor's note: The North Star Lincoln Club recently lost our good friend and member, Bill Holaday. Bill was but 71 years old, but his health had not been good in recent years. Bill loved cars almost as much as he loved his dear wife, Kathryn and his children. He was smitten with a very unique 1959 Lincoln. It had belonged to Bill's dad for a long time and was a car almost totally used up. But it was his dad's car, and Bill thought it deserved a better fate than a trip to a nearby salvage yard. He finally reached a point in his mind where he would undertake a complete mechanical and partial exterior restoration. A few years ago, with the help of others, including his good friend, Brad Videen, he completed the car to where it was a good, sound-drivable 1959 Lincoln. No 100-point classic, but in his mind's eye, it was where he wanted it to be.

The following is a reprint of a story that originally appeared in our October 2015 issue of the Northstar news and is a tribute to our dear friend and fellow member Bill Holaday. Here is the story in Bill's words....

A few years ago (actually, it was eight years!), I wrote an article for the Northstar News about my '59 Lincoln. I had gotten it out of barn storage and talked about getting it operational again. As I described, my dad bought the car in 1960 when I was nine years old, and it was the first car I ever drove. But, after being driven 286,000 miles, mostly through Illinois, Ohio, and Wisconsin winter salt, then sitting for another 15 years in my dad's garage before being put in barn storage by me for another 20 years, it was in tough shape. I sent some pictures of how it looked when it came

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Trivia from the Internet



Sally Kellerman
American Actress
1937 - 2022

Sally Clare Kellerman was an American actress and singer whose acting career spanned 60 years. Her role as Major Margaret "Hot Lips" Houlihan in Robert Altman's film *M*A*S*H* (1970) earned her an Oscar nomination for Best Actress in a Supporting Role.

After *M*A*S*H*, she appeared in a number of the director's projects, namely the films *Brewster McCLOUD* (1970), *Welcome to L.A.* (1976) (produced by Altman, directed by his protege, Alan Rudolph), *The Player* (1992), and *Pret-a-Porter* (1994), and the short-lived anthology TV series *Gun* (1997). In addition to her work with Altman, Kellerman appeared in films such as *Last of the Red Hot Lovers* (1972), *Back to School* (1986), plus many television series such as *The Twilight Zone* (1963), *The Outer Limits* (1963 & 1965), *Star Trek* (1966), *Bonanza* (Continued on page 3)

Editors Message

January 2023

Dear friends and gentle readers:

Welcome to 2023. Another brand new year, fresh with opportunities for all that may lie ahead. I hope it will be a good year, one where most of us can find some peace and contentment and that our great country of ours can move ahead and find new and imaginative ways to "get the job done." We all have too much to lose if we can't find our way forward.

The day before Thanksgiving was a truly momentous occasion for your dear editor. I received word that a nice lady over in Wisconsin who runs an organization devoted to "rescuing" Samoyed dogs had a dog over in Minnesota that needed a forever home.

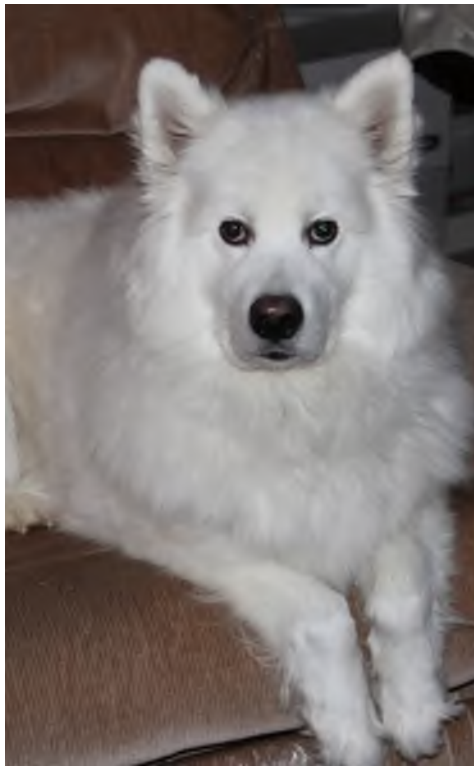
Niko is a four-year-old male Samoyed who lived with a family near Cambridge, Minnesota, about 65 miles north of Burnsville. His first family had fallen on hard times and could not adequately care for him.

He was in need of some attention from a veterinarian and needed to be on a better diet. His weight had ballooned to 90 pounds due to a diet of table scraps and copious amounts of pizza, which his humans enjoyed.

When he was a little over three years old, he went to live with a foster family who knew how to properly take care of these wondrous creatures. Niko was put on a very strict diet; over time, his weight went down to about 70 pounds. A bit above the breed standard of 60-65 pounds for boy dogs, but still not too bad. His foster humans took good care of him and gave him a lot of love and attention during his stay with them. As they had three other canines living with them and they were also planning a spring adventure involving considerable travel and remote working, it would be easier if Niko could be placed in a new home.

I went up to Cambridge and visited with the foster family and spent about two hours

with them and Niko. He is not the best example of his breed, not being able to fully measure up to the breed standard, but that is ok with me.



Sweet Niko has taken over this chair in my lower level, and he thinks it is a good place to occupy some space. Dad was trying to get him to give the camera one of those famous "Sammy Smiles," but Niko said, "no treat, no smile." I can't entirely blame him for wanting to get paid for his efforts.

He appeared to be a sweet, gentle creature with a good heart and a good disposition. I decided that he should come home with me.

It has been a little over a month into our journey. Niko is still trying to figure his new dad out, and I am still trying to figure Niko out. I think he likes it here and knows that his dad has some really good treats to hand out several times daily. He does seem to enjoy running around in the fenced-in backyard and playing in the deep snow out there. He has had a chance to see a few of the deer that have come up to the other side of the fence to check him out. The deer seem to know that they are safe due to the fence between them and Niko. So far, so good. Having another living being in my home is nice to provide me with good company and amusement.

I hope 2023 will be a good year for the Lincoln club. We have a full calendar of activities for the year, all fun, and some new places for Sunday lunches. Please check out our event calendar toward the back of this newsletter. If you are a new member, please make an effort to join us at some of our events. We would like to meet you in person, and perhaps you can let us know your expectations from your association with the club. We hope to see you soon. And, if you can, sign up a new member for the Lincoln club. We would like to grow the club a little more for 2023.

This past year, with the special rate, we gained about 200 members over the previous year's loss of nearly 200 members. Please get in touch with one of our board members if you need some help with membership. They will help.

Until next month, David and Sweet Niko, the Samoyed....

Directors Message by Bob Johnson January 2023

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(1966, 1970), *The Minor Accomplishments of Jackie Woodman* (2006), *90210* (2008), *Chemistry* (2011), and *Maron* (2013). She also voiced Miss Finch in *Sesame Street Presents: Follow That Bird* (1985), which went on to become one of her most significant voice roles.

At age 18, Kellerman signed a recording contract with Verve Records, but her first album (*Roll with the Feelin'* on the Decca label) was not recorded until 1972. A second album *Sally* was released in 2009. Kellerman also contributed songs to the soundtracks for *Brewster McCLOUD* (1970), *Lost Horizon* (1973), *Rafferty and the Gold Dust Twins* (1975), and *Boris and Natasha: The Movie* (1992). Kellerman did commercial voiceover work for Hidden Valley Ranch salad dressing, Mercedes-Benz, and Revlon. Kellerman's animation work included *The Mouse and His Child* (1977), *Happily Ever After* (1990), *Dinosaurs* (1992), *Unsupervised* (2012), and *The High Fructose Adventures of Annoying Orange* (2013). In 2013, she released her memoir *Read My Lips: Stories of a Hollywood Life*, describing her trials and tribulations in the entertainment business.

Early life - Kellerman was born in Long Beach, California, on June 2, 1937 to Edith Baine, a piano teacher from Portland, Arkansas, and John Helm "Jack" Kellerman, a Shell Oil executive from St. Louis, Missouri. She had an older sister, Diana Dean Keller-

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Mary and I hope everyone had a wonderful Christmas with your family and friends. We hope that you will have a Happy New Year and will be able to enjoy the upcoming year to its fullest. Over a foot of snow fell in Shafer during our December snow storm, so I know everyone in our North Star area had a very WHITE Christmas.

First, I must report that Bill Holaday passed away at home Monday, November 28, from heart issues after spending several days in a hospital. Bill was a very special person, a true friend, and a member of our North Star Region Board of Directors. Bill will be missed by everyone who knew him.

Much more about Bill in this newsletter.

As I look back at the past year, it is with relief that we are about done with COVID and have to be careful about what and where we go or do and keep getting our booster shots. With a sense of pride and achievement, the rewards for being your Region Director for the past 20 years have been numerous, and the friendships are priceless. The credit for increased response to attending our activities goes to the North Star Region Members. For the contributions that you have made over the past year, thank you. You are the ones that have made my job so pleasurable. To those of you who are long-time members, I thank you for your continued support and interest in this Lincoln hobby we share. For those of you, about 30 new members in 2021, who are new to the region, I welcome you and hope you will stay with us for years. The positive input from so many of you has made my job easier and more fun. Fun and friends are why we can enjoy our Lincolns up here in the North Country all year long. We are excited about 2023 and hope that many of you are too. We will plan events, and it will be up to you if you want to attend. We need a minimum number of people to do an event, so we need you to use the RSVP system. Our biggest problem may be getting you out and doing activities after two years of doing nothing.

We have a new place for our Sunday Brunch on January 22, 2023, at 11:30 a.m., Caspers Cherokee Family Bar and Grill in Eagan at 4625 Nicols Rd, Eagan, Minnesota. We will order from the regular menu. On Sundays, children under 12 eat free. Feel free to lie about your age. Call 651-257-1715 or email arborbob41@aol.com, Bob Johnson, to RSVP for attending by Wednesday, January 18,

Our February event is with the CCCA. It will be the CCCA catered meal and auction at the Firefighters museum on Saturday, February 11. We will eat at 5:30 p.m., located at 664 22nd Avenue, Minneapolis, Minnesota. The proceeds from our joint auction will pay for our meal. Please bring a quality item for the auction, as our club splits the profit with CCCA. Please RSVP, email Tom Brace at trbrace@comcast.net or call 651-644-7800.

Dave and Tammy Heeren are doing a 2023 North Star Region directory with your picture as a new feature. Please help them by sending a picture of you with or without your Lincoln in it. Please email your photo to d.heeren41@hotmail.com by December 28, 2022.

Mark and Sue Platt, thank you for inviting Mary, me, Lynn Sandstrom, and Christian Cadwell to a great Lincoln club Christmas party! The prime rib dinner was excellent, the dessert amazing, and the beautifully decorated shop in Wisconsin Dells.

Jay White organized a club sub-group that attended many car shows during 2022. The Lincoln Breakfast Club met for breakfast at 8 a.m. and then headed to the car show as a group.

This group was responsible for many of the 30 new members in LCOC and our region for 2022. Our Facebook presence continues to grow, with likes of up to 1000 persons. We doubled our views during 2022. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

I will say it again, we need Pride and Joy articles from you, our members. I know that every Lincoln has a story to be told. Please take the time this winter to write about your Lincoln; we want to hear about it. Call me if you need help.

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

Bob and Mary Johnson

Board Of Directors - 2023 - 2024

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	068690@gmail.com	2023
Treasurer	Matt Foley			2025
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2023
Director	Bob Roth	H(763)475-1429		2023
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2025
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2025
Director	Tina Zimpel	612-298-3632	tinajzim@gmail.com	2025
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2025
Director	Ernie Christensen	651-500-0179	ernobc@yahoo.com	2025

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

More Bill Holaday...

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out of storage and what it looked like after I cleaned it. I said I would pass along word of progress if any was made. First of all, anyone who takes on a project of restoring an old car should realize that there are a lot of highs and lows. I think Peter Egan, in a column for Road & Track magazine, captured it pretty well when he described the process in 5 steps. If my memory is correct, he said that Step 1 is that initial high point when you clean up the car and start to make plans. Step two is disassembly. Not so much fun, and it creates a no-turning-back situation. He said that you also discover cars take up much less space if you don't disassemble them! Step 3 is the hard part, where all the work gets done, and many projects get abandoned. That's where I am. Step 4 is where the car gets partially reassembled and begins to look like a car again, and Step 5 is the completion.

So, I did make some progress since I wrote last, but not enough to make it anywhere near operational. That said, here's an update of what I've done over the past eight years and what I plan for the future.

When I wrote the article, I had just purchased a complete rolling body out of California. This came about because I had been talking about my car with one of my dealers, and through that conversation, he gave me the name of someone he thought could help fix it up. I contacted him, and he didn't do that kind of work, but he referred me to Dick Lorntson at Precision Frame & Alignment in Elk River, Minnesota. Dick came to my home to look the car over and said that it would be a lot easier to fix if I could source floor pans and rocker panels. Through Hemming's Motor News, I found a company in California that had old Lincoln sheet metal. They had a good '59 body, and after some discussion, I offered to buy the whole rolling body rather than have them cut out what I needed.

That began the first of my lessons in restoring an old car: Everything takes way longer and costs way more than you plan. When I agreed to buy the body shell, I thought it would then get shipped, and I'd have it probably the next week. But in order to get it shipped at a reasonable cost, you have to shop around. That takes time, and in the end, you have to find someone

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Bill's Lincoln at the beginning of the project, it needed everything.....

Remembering Bill Holaday

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man. Her younger sister, Victoria Vaughn Kellerman, died in infancy. Edith was a Christian Scientist and raised her daughters in this faith.

When Kellerman was in fifth grade, the family moved from Long Beach to the San Fernando Valley. She spent her early life in then-rural Granada Hills in a largely unpopulated area surrounded by orange and eucalyptus groves. During her sophomore year of high school, the Kellermans moved from San Fernando to Park La Brea, Los Angeles, where she attended Hollywood High School. She grew to stand 5'10 1/2". Due to her shyness, she made few friends and received poor grades (except in choir and physical education) but appeared in a school production of *Meet Me in St. Louis*.

Kellerman attended Los Angeles City College, and also enrolled in Jeff Corey's acting class.

Within a year, she appeared in a production of John Osborne's *Look Back in Anger* staged by Corey and featuring classmates Shirley Knight, Jack Nicholson, Dean Stockwell, and Robert Blake. Towards the end of the 1950s, Kellerman joined the newly opened Actors Studio West and debuted before the camera in the film, *Reform School Girl* (1957). To pay her tuition, Kellerman worked as a waitress at Chez Paulette.

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As you may have already heard, our treasured Lincoln Club member, Bill Holaday, passed away in his sleep on Monday morning, November 28th. He had been hospitalized with heart and lung issues for the previous two weeks, and was just allowed to return home that Sunday. He was so happy to finally be home with his loving wife, Kathryn.

Bill was loved by all who were lucky enough to meet him. He worked over the years as a District Manager, for Harley Davidson. He was very popular with the shop owners as well as upper management. He was always striving to solve issues between the shop owners and Harley Davidson, so that everyone was treated fairly.

Bill was active in the Lincoln Club. He joined the LCOC and the North Star Region Club during September of 2005. He became a board member of the North Star Lincoln Club on Jan 1, 2017, and was still on the board.

Those of you who went on the May '21 Lincoln North Star Club trip to visit the Harley Davidson Museum in Milwaukee were treated to an incredibly well organized event. Bill had worked tirelessly to ensure that each day was filled with fun and interesting car and motorcycle events and tours. The attendees were all very pleased with the fine meet that Bill orchestrated. Bill and Kathryn had even set up a very special presentation by one of their good friends, Bill Davidson, grandson of one of the original founders who talked to the Lincoln Club members during lunch at the Harley Davidson Museum Café.

Bill's love of cars came from his father. Bill learned at a young age how to get the most out of a car: buy only the best brands, and maintain them religiously. Bill owned numerous cars over the years, including Oldsmobiles, Cadillacs, Fords and Lincolns. Bill's dad had a used car lot that Bill loved to visit. Bill reported that his dad even had a Duesenberg on his lot in his early days. Bill learned to drive at the age of 10, when his dad let him practice driving their family's '59 Lincoln. By doing excellent maintenance, Bill's dad drove that '59 Lincoln over 258,000 miles! It's that car that Bill decided to restore. His dad had stored it in a barn for many years, so it needed EVERYTHING!

On a family trip to northern Wisconsin, Bill recalled that the brakes went out on their '59 Lincoln on a Sunday night. Bill's dad persevered, and continued the drive to Dayton,

Ohio with only the emergency brake to slow them down!

To help with the restoration, Bill purchased a second '59 Lincoln. This car was in great condition, and was used to supply various hard to find parts for his family car. While the family car had a lot of salt caused body damage, Bill insisted that he was restoring his dad's car, and not replacing the rusted panels with those of his parts car. He wanted the car that his dad let him drive so many years ago.

One time, when Bill was young, his mother left him in the car while she ran into the store for a few items. Bill hopped into the driver's seat and immediately began to turn the steering wheel fully one way, then back the other way. When his mother got in the car and started backing up, the cocked front wheels caused the car to veer into a post, and it got a new dent on its front fender! These and other memories were what Bill was after when he refused to replace the original body panels during the lengthy restoration process. He could make it look like all of the other restored '59 Lincolns, but he wanted it to BE his family car, with all of its memories still intact.

Bill's '59 Lincoln may look a bit rough on the outside, but it sports a fully restored drive train that would outshine many a "shinier" car!! Bill loved the way it drove "as straight as an arrow" on the highway!

I met Bill at one of the Lincoln meets many years ago. He would update me on the progress of his '59 restoration. I thought it was really great how he had saved his dad's car through the years, and now was going to get it back on the road. I offered to help Bill to reassemble that big car. He had already had the engine and transmission rebuilt, and installed into the newly re-framed body.

I can still see Bill's smile that shone whenever we reached a new restoration milestone. Whether it was brakes, fuel lines, electrical or ???, he was thrilled that his dream of once again driving his family's '59 Lincoln was one step closer to fruition.

Bill did indeed drive his "new" Lincoln to my house in Cambridge, as well as to Back to the 50s show in St. Paul, and he took it out for lots of summer drives. I'm sure he was beaming the whole time!!

I can see Bill right now, driving his '59 through the pearly gates as St. Peter looks lovingly on.

Brad Videen, One of Bill's Many Buddies.

More Bill Holaday....

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Career - 1960s Kellerman made a number of television-series appearances. She was in an episode of the western *Cheyenne*, as well as a role as a waitress in the John Forsythe sitcom *Bachelor Father*. Struggling for parts in television and films, Kellerman acted on stage.

Kellerman appeared in two episodes of *The Outer Limits*. First in 1963 in the episode *The Human Factor*, and again in 1965 when she played Judith Bellerio, the manipulative and ruthless wife of Richard Bellerio (played by Martin Landau), in the episode titled "The Bellerio Shield". A role as Holly Mitchell, perverted mistress of George Peppard's character in *The Third Day* (1965), followed. She played leading lady to David Niven in his television series *The Rogues* in 1965 for an episode titled "God Bless You, G. Carter Huntington" which revolved around her striking beauty to a large degree, and appeared in a 1965 *Alfred Hitchcock Hour* episode titled "Thou Still Unravished Bride."

A year later, she played psychiatrist Elizabeth Dehner (who studied the long-term effects of space on a crew) in "Where No Man Has Gone Before", the second pilot for *Star Trek*.

Near the end of the decade, Kellerman guest-starred in *The Invaders*

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who has an empty space on their semi on the way back from California. So the \$1,500 body shell becomes the \$3,000 body shell with shipping, and I can't remember how many months passed before I got it. The good news was that the body was even better than described.

The plan was to cut out the floor pans and rocker panels from the unrusted body shell and weld them into my car. But before that could happen, I needed to get the engine/transmission out of my car, as well as the interior. On September 28, 2007, my friend and co-worker, Pat Cunningham and I removed the engine and transmission from the vehicle. You can see from the picture that Pat did most of the dirty work! Sometime before that, my friend, Pete Van Mun helped me remove the interior. The California body had been delivered to Precision, and it sat for another couple of months before Dick had the time to start.

He called me one day and said he wanted to pick up my '59 and get to work installing the parts. So, on December 2, 2007, Precision gave my car another flatbed ride to their shop. About an hour after he got my car, Dick called me and asked me to come over to his shop. Once there, he pointed out how bad my car was and suggested I take the good parts off mine and transfer them to the unrusted body. He said that in the end, I would have a very nice car if I did it that way. He pointed out that it didn't make much sense to cut up the unrusted vehicle to save the rusted one.



Getting ready to pull the engine from the '59.

Of course, he was right, but as I looked at my car and the body, a couple of things ran through my mind. One was that I had pretty much decided that I would not repaint my car or do the chrome because that would destroy

the history of the car. So, from a practical standpoint, using the good body would mean a lot of time and money I'd have to spend on paint and chrome. It took me a couple of days to make up my mind, but eventually, I decided that if I used the donor body, the result would no longer be my car. So I set the donor body aside (it was/is too nice to cut up) and had Dick weld mine up.

Before starting the work, Dick contacted Herb Scheffer at the Lincoln/Mercury Old Parts Store and, from that discussion, decided to connect the two sub-frames with 2" X 5" steel tubing. That worked quite well, and now the doors open and close properly, but it did not answer the question of how to make rocker panels and floorboards. One of my co-workers suggested that I contact Rock Auto, and sure enough, I was able to get brand-new floor pans from them. Next, I happened to see an article in Hemming's Old Cars about the 58-'60 Lincolns. In it, they gave a number of sources for parts, including someone who had sheet metal. One phone call later, and I had a set of brand-new rocker panels.

In the fall of 2008, I started checking into what the engine would need. Probably a good time to have done that was before I spent any money on the body. I had just assumed that the engine was rebuildable, even though it did not turn over. One day, I decided to take the valve covers off to see what it looked like, but instead of the oily sludge I expected, I found the valve train to be nothing but a solid hunk of rusted metal.

Again through my friend Pete, I found a company he had used for engine rebuilds called Wausau Engines in Wausau, Wisconsin. I talked to them, and they were willing to take a look at the engine and let me know if it was rebuildable. They said if it was, they would be able to do the job in 6-8 weeks, and it would probably cost around \$2,500-\$3,000. I took it to them that fall, and as you can imagine, that 6-8 week job took ten months and \$4,500. On 8/3/09, I got the rebuilt engine back from Wausau Engines.

With the engine back and looking beautiful, I started to think about getting my sheet metal welded in place. Again, my friend, Pete had a friend who was a master metal fabricator. I had met him and seen some of his work, which was truly outstanding. Pete made the initial contact, and although the metal fab guy

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More Bill Holaday and his Continental

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 in the episode *Labyrinth* (1968). She also had turns as the severely beaten (and only surviving) victim of Albert DeSalvo in the *Boston Strangler* (1968), and Phyllis Brubaker (Jack Lemmon's materialistic wife) in the romantic comedy *The April Fools* (1969). She turned down a role in Paul Mazursky's *Bob & Carol & Ted & Alice* (1969). She played Eleanor in the *Hawaii Five-O* episode "The Big Kahuna" (1969).

In a 1971 *Life* magazine interview, Kellerman remembered her television years: "It took me eight years to get into TV — and six years to get out. Frigid women, alcoholics they gave me. I got beat up, raped, and never played comedy."

1970s - Kellerman received her breakthrough role (Major Margaret "Hot Lips" Houlihan in Robert Altman's *M*A*S*H*) in 1970. Her performance received Academy Award and Golden Globe nominations, winning the Kansas City Film Critics Circle (KCFCC) Award for Best Supporting Actress, the Golden Laurel for Best Comedy Performance (Female), and a second-place National Society of Film Critics (NSFC) Award for Best Supporting Actress. Kellerman was featured in *Life* magazine. She again collaborated with Altman in *Brewster McCLOUD* as Louise, guardian angel to Bud Cort, and recorded "Rock-a-Bye Baby" for the film's soundtrack.

Her next role was as a hostile, chain-smoking, sex-

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 was very busy, when I contacted him, he agreed to take the job on as he could work it in. On 10/31/09, Pete came to my house, picked the '59 up with his flatbed, and transported the car to Appleton, WI, to have the floor pans and rocker panels welded in.



One tired old engine is about to get a complete rebuild.



One shiny completely rebuilt engine awaiting installation in Bill's 1959.

After another two years went by, and no work was done, I finally gave up on the fabricator and put the car in another barn storage, along with the rolling body. And there it sat for another four years until this spring when I decided that I would bring it back to my house.

By then, my friend, Pete had sold his flatbed, but he helped arrange for a gentleman named Bob Lemke to transport the Lincoln back to my home. Bob does transport all over the country and is extremely reasonable. I

also found out that he lives very close to where I used to live many years ago. It turns out that he knows a lot of the people I know and did hauling for Bob Schmidt, the guy who located and restored many of the cars in the collection of 1957 American cars at Branson, Missouri. The Lincoln arrived back home this past April.

I missed one part: I contacted Dick Lorntson at Precision last winter to see if he had time to weld in the floorboards and rocker panels. He was too busy at the time but said he could do it in the spring. As you might imagine, he hasn't had time to work on it yet!

You'd think that with all of the delays and disappointments, I'd have given up on the car and just sold the parts off for whatever amount just to get it out of my life. But that hasn't happened (yet). There have been many nights when I've decided to put everything up for sale the next day, only to say, "maybe tomorrow, but not today" in the morning. I suppose what keeps the car around is that once it's gone, it's gone. I've come close but haven't been able to pull the trigger yet.

I think the key to the whole thing is that logic and common sense go out the window when it comes to an old car that we are emotionally attached to. There are a lot of different reasons that people have old cars: recapture lost youth by getting a car just like the one that they should never have sold. Or the one they always wanted but didn't get, or like mine, an old family member that you can't bear to part with.

So, my immediate plan is just to take the next step: get the bottom of the car sandblasted, and get the welding done. Then, if I still haven't changed my mind, I want to have the rest of the engine completed, and have it put on an engine test stand, and get it started so that I can hear it run before I put it back in the car. If I get that far, I'll start on the other 10,000 things that need to be done. Then with the help (!) of friends and others, I'll have to pay and put it all together. My stretch goal would be to drive it to Back to the '50s next June. We'll see.

And like I said eight years ago, I'll write again with any progress, assuming there is some!

Thanks, Bill for the good memories of you and your interesting 1959 Lincoln.

Radio has a special place in the car.

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addicted woman who was trying to have an after-noon affair with Alan Arkin's character in Gene Saks' film adaptation of Neil Simon's comedy *Last of the Red Hot Lovers* (1972). In Manhattan after the film, Kellerman declined an offer for a ten-page spread in *Vogue* from the then editor-in-chief Grace Mirabella. When she turned down the part of Linda Rogo in *The Poseidon Adventure* (1972), Stella Stevens got the role. After filming *Last of the Red Hot Lovers*, Kellerman passed up a role in another Altman film: "I had just finished filming *Last of the Red Hot Lovers* when Bob called me one day at home. "Sally, do you want to be in my picture after next?" he asked. "Only if it's a good part," I said. He hung up on me. Bob was as stubborn and arrogant as I was at the time, but the sad thing is that I cheated myself out of working with someone I loved so much, someone who made acting both fun and easy and who trusted his actors. Stars would line up to work for nothing for Bob Altman. Oh, the Altman film I turned down? *Nashville*. In that part I would have been able to sing. Bad choice.

In October 1975, Kellerman sang at Reno Sweeney, and performed two shows nightly at the Rainbow Grill from November 25 to December 14. Her next appearance was as Sybil Crane (a woman in the midst of a divorce) in *The Big Bus*, a parody of disaster films, followed by a role

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The marriage of automobile and radio seems so logical. In a moment of insanity, your brother has loaned you his '61 Impala 409 pearlescent red convertible. It's a sunny Maryland Sunday in the summer of '64 and you're tooling back from the drag races. The top is down, WCAO is up and rocking on the radio, and the twin 6-by-9 oval speakers in the dash and rear console are just keeping up with the wind noise. Capture the magic moment. Your girlfriend *du jour* is eternally young in your mind's eye, and Chuck Berry's exhortations of 'hail, hail rock and roll' will always be in your heart.

A fruitful marriage - Playing the radio while you moto-vate was a wonderful thing, allowing you to be internal and external at the same time. You could make the music a personal experience, even singing along in the privacy of your mobile suite or be carried afar by the drama programs or news reports from around the globe. Amazing sound could come from those speakers. You were never alone. Radio is still that way. The marriage of automobile and radio seems so logical, one can only wonder why it took the intervention of entrepreneurs to make it happen. Happen it did; and nearly 80 years later, radio and the auto remain joined at the hip. The seminal year was 1929. After failing twice in the storage battery business, Paul Galvin was encouraged to try to put a workable car radio into volume production, an idea that had pretty much been ignored by auto manufacturers. In retrospect, the problem required a system solution that eventually involved three steps: a suitable, sensitive receiver; getting that receiver to work on the erratic electrical supply provided by the car; and overcoming ignition and tire static noise. In 1901, Marconi had put a radio into a steam-powered car (at least this eliminated ignition noise!), but since his radio took up most of the car, the idea didn't catch on.

After-market - Galvin needed a solution to match his vision. He turned to an innovator who had imagination and what would now be described as "outside the box thinking." His perspiration and perseverance didn't hurt either. That fellow was William Lear, whose name lives on in a jet, one of many products spawned from his 120 or so patents. Lear solved much of the car radio challenge and sold Galvin the patent (U.S. patent 1,944,139). However, even with a workable product, the car radio was far from an over-

night success. This "after-market" automobile item was first sold to accessory marketers, who would then sell it to customizers, who would finally install the radio in the car. Over the next few years, Galvin took over the direct marketing to installers as sales grew. He knew that his product needed differentiation in the marketplace as competitors entered the field. A special trademark came to him while shaving: "Motorola."

He hoped this brand name could capture the imagination of customers, bringing to mind images of motoring along with the joy of a radio. That joy was spreading; by 1934, total industry sales of car radios topped \$1.35 million. During the 1930s, the car radio business dominated the Galvin output so much he eventually renamed his company after the trademark. Popular cars at the time cost about \$500; a radio to be installed in that vehicle, such as the Motorola model 5T71, cost about \$130. So after custom installation, a radio might well cost half the value of the auto.



Early car radio from the 1950s featuring push button tuning and subminiature tubes.

Tick-tock - Early car radios from the majority of manufacturers resembled regular tube sets with progressive refinements. Most used the car battery to light the filaments and a vibrator B+ supply. The vibrator was a small pendulum-type affair in which a paddle arm, hinged at one end, would oscillate back and forth, sort of like a high-speed metronome, reversing the battery voltage into a step-up transformer primary. Thus, the designers had created essentially a ragged square wave. Eliminating this "vibrator noise" both electrically and acoustically, a new phenomenon, begat its own series of problems and unique solutions. As designs evolved, a de rigeur first RF stage appeared to increase sensitivity

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as a lonely real estate agent in the Alan Rudolph-directed and Altman-produced *Welcome to L.A.* (both 1976). At the end of the decade, Kellerman's roles included Maureen, a veteran vaudevillian, in *Verna: USO Girl* (1978); Veronica Sterling, a party-addicted socialite, in the made-for-television film *She'll Be Sweet* (1978); and Lise Bockweiss—one of several wives of Pasquinel (Robert Conrad) and daughter of Herman Bockweiss (Raymond Burr)—in the 12-episode miniseries *Centennial* (1978-1979).

1980s - Kellerman began the decade as Mary, a divorced middle-aged suburban mother struggling to raise her rebellious daughter (Jodie Foster) in Adrian Lyne's *Foxes* (1980); Martha, a six-times-married eccentric, in Bill Persky's *Serial*, and the silly-but-sophisticated Mrs. Liggett in Jack Smight's *Loving Couples*. Her later roles included Mary, a child psychiatrist in a sadomasochistic relationship with a psychology professor (Stephen Lackman) after they meet by accident (literally) in Michael Grant's *Head On*, and a 1920s socialite in Kirk Browning's made-for-television film adaptation of Dorothy Parker's 1929 short story *Big Blonde* (both 1980).

On February 7, 1981, Kellerman hosted *Saturday Night Live*, appearing in four sketches ("Monologue", "The Audition", "Was I Ever Red", and "Lean Acres") and closing the show with Don-

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Welcome Wagon

By Francis Kalvoda, Willmar, Minnesota, email fjk@charter.net 320.235.5777

Micki and I spent Thanksgiving in Bismarck, ND and hope to start 2023 there, too. We hope you too enjoyed the Holidays. I am thankful for several Lincoln enthusiasts joining our ranks. Let's meet our newest North Star Lincoln and Continental Owners Club members.



John and Lynn LaBahn

Please welcome **John and Lynn LaBahn**, 8950 Abbywood Road, Chaska, MN 55318, john.labahn@yahoo.com, 612-986-1253. Thank you Jay White for pointing the LaBahns in the direction of the North Star LCOC. John and Lynn are an active retired couple with many interests. I will let John tell you about the LaBahns:

My wife, Lynn is also into cars and we enjoy going to car shows often. Lynn has a beautiful 1956 Colonial White T Bird with fiesta red interior. We recently had a great friend do a fantastic paint job in the original color. Lynn has had the 27K mile T Bird for about five years; it was originally from Sacramento, California. It is in excellent condition with the two tops; one with the porthole window hardtop and a brand new black soft top. We really try and make it to as many local shows as we can.

My black 1956 Continental Mark II has grey and maroon interior that is in excellent condition. It currently has 59K miles. I pur-

chased it over 12 years ago in New Mexico and had it shipped to our home. Mark IIs stand out to be one of the most admired cars of the fine car field.



John LaBahn's Mark II



Mia, the Afghan hound, has to look absolutely stately riding on the back seat of LaBahn's Mark II.

Lynn has shown Afghan dogs for over 40 years. Our dogs are our kids. We had up to seven and all in show coat. Lynn is an excellent handler and groomer; Mia is pictured here. We are both retired and enjoy Dog Shows and Car Shows as our enjoyment.

I was in the printing business as a Sales Representative for Source Printing and GLS Companies for over 46 years; Sales Representative for 38 of those years. We had over 400 employees and a very good reputation for

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More Welcome Wagon

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na Summer's "Starting Over Again". Kellerman's next performances were in made-for-television films. She played the title character's first wife, Maxine Cates, in *Dempsey* and a honky-tonk dance-hall proprietress in *September Gun*. That year she also appeared in a stage production, Tom Eyan's R-rated spoof of 1940s women's prison films *Women Behind Bars*. Kellerman played Gloria, a tough inmate who controls the other prisoners.

Her next roles were a KGB-training-school warden in the made-for-television film, *Secret Weapons* (1985); the sado-masochistic Judge Nedra Henderson in *Moving Violations* (1985); Rodney Dangerfield's love interest in Alan Metter's comedy *Back to School* (1986); Julie Andrews' and Jack Lemmon's eccentric neighbor in Blake Edwards' *That's Life* (1986); a porn star trying to get into heaven in *Meatballs III: Summer Job* (1986).

1990s - In 1992, there was a fourth collaboration between Kellerman and Altman in *The Player*, in which she appeared as herself. Supporting roles followed in Percy Adlon's *Younger and Younger* (1993), *Murder She Wrote* (1993) and *Mirror, Mirror II: Raven Dance* (1994), the sequel of the Yvonne De Carlo and Karen Black horror film *Mirror, Mirror*. The actress appeared in another Altman film, *Pret-a-Porter* (1994), as Sissy Wanamaker, editor-in-chief of *Harper's Bazaar*, with

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service and quality. I have been retired now exactly four years. Lynn and I have been married for 33 wonderful years. Lynn was with United Healthcare for many years and retired about eight years ago.

I enjoy boating and golfing and gardening and playing guitar. I also enjoy collecting guitars and have a large collection of guitars. We love to travel and boat through the islands of the Bahamas and the Abacos.

Our home is on a lake in the southwest suburbs of Victoria, MN. We enjoy family and friends and lots of bonfires. On our acreage we have many gardens and have landscaped extensively; just another of our many interests. We have nine cars that we enjoy along with our classic cars. We enjoy cars a lot. We both really enjoy photography at car shows and we love showing each other some of our creative angles we come up with of cars at the shows. We really appreciate the design and the art that goes into every automobile. We have thousands of photos just to prove what fanatics we are.

Please welcome **Matt Smith**, 10 Pine Street, Farmington, MN 55024, mattsmith242@gmail.com, 612-282-5223. Matt comes to us via long time member, Bruce Freiberg of Buffalo, MN. Matt does not have a Lincoln at this time, but really liked the blue 1947 Lincoln Zephyr that Bruce had a few years ago. I, too like the 1942-1948 Zephyrs and Continentals. Matt installs insulation in the construction trade. Assignment America: find Matt a nice vintage Lincoln or Continental.

Please welcome **Josh and Bobbie Johnson**, 2780 Lakeside Court, Little Canada, MN 55117, 612-804-4145, jjohnson@shiplri.com. Josh and Bobbie enjoy attending local car shows, having friends over on weekends, sometimes around a bonfire. Besides their Lincoln, the Johnsons have several vintage cars. I am especially drawn to the 1941 Cadillac Sedan pictured in Josh's mancave / garage. Most often you will find Josh at his company in Eagan, MN; Logistics Resources LLC, a long haul trucking company employing 25 drivers. Josh's enthusiasm for his work and car hobby reveals itself as we hear from him:

I am excited to be part of your Club. Over the years I have collected many cars, but my 1969 Lincoln has always been the car

that I can't let go. I bought this car over 25 years ago after my boss had passed away and the family came and asked me if I was interested in buying it, as they knew I was interested. So now I am now the second owner, of the light green luxury sedan with only 56,000 miles.



Josh Johnson's 1941 Cadillac.



Josh's 1969 Continental... A real looker.

I've been in the trucking business my whole life and I had a job opportunity to move to MN from Sioux Falls, SD over 20 years ago. I had a 1963 Cadillac and my 1969 Lincoln, but one had to go. The dependability of the Lincoln made it an easy choice for me... not to mention my wife's input. The Lincoln was made for the interstate, what a wonderful ride!

I now have a 1941 Cadillac, 1964 Corvair, 1956 Buick, and my favorite, the 1969 Lincoln. I was recently at the Little Canada

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Tracey Ullman and Linda Hunt. During filming, Altman flew Kellerman and co-star Lauren Bacall from Paris for his tribute at Lincoln Center. From April 18 to May 21, 1995, Kellerman played the title role in the Maltz Jupiter Theatre production of *Mame*. Around this time, Kellerman appeared in back-to-back plays in Boston and Edmonton. In Boston, she played Martha in the Hasty Pudding Theatricals production of *Who's Afraid of Virginia Woolf?*, and starred as Mary Jane Dankworth in a two-month, two-character production of *Lay of the Land* with Michael Hogan in Edmonton.

2000s - At the beginning of the century, Kellerman appeared in Canon Theatre's production of Eve Ensler's *The Vagina Monologues* with Teri Hatcher and Regina Taylor. This was followed by a cabaret show at Feinstein's at the Regency, which opened with Helen Reddy's "I Am Woman". Other songs ranged from Barbra Streisand's "The Way We Were" to "We Shall Overcome" and "America the Beautiful". March 2002, Kellerman performed in Los Angeles' *What a Pair*, a benefit for breast cancer research, joining singer-songwriter Julia Fordham for "Why Can't I".

In September 2008, Kellerman recorded a duet with Ray Brown Jr. (son of Ella Fitzgerald and Ray Brown), "I Thought About You", for Brown's duet CD *Friends and Family*. In

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Welcome Wagon cont..

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Days Car Show when I was approached by Jay White and a bunch of Lincoln enthusiasts. They made it clear to me --- I need to join the North Star Lincoln Car Club! So, now we are members of the North Star LCOC Family! Bobbie and I are looking forward to being lifetime members!



If you see the Welcome Wagon driving around Minnesota, wave it down and introduce yourselves to Francis Kalvoda. Please thank him for the fine work he is doing to bring new members into the North Star fold.



It is fun to contact our new members and introduce them to the North Star membership via the Welcome Wagon column. Micki and I have always felt welcome by veteran LCOC members who are always willing to share their experiences. I think John, Lynn, Matt, Josh and Bobbie have found that to be true with the invitations they received from Jay White and Bruce Freiberg. To keep our membership going and growing we need to invite more Lincoln enthusiasts to our ranks. I am pleased to report that I already have a few more new members for you to meet. As we begin a new year, Micki and I sincerely wish each of you the VERY BEST in 2023. Stay safe, warm and well.

More car radios.....

(Continued from page 8)

to reduce fading and make a better match to the antenna. An automatic gain control system, sometimes both on the RF/IF stages as well as in the audio sections, were added by engineers to reduce variations in the audio output of the speaker. Inside the car, the electrical system, generator, distributor, spark plugs and so forth were all big sources of interference and noise. Special high-resistance spark-plug wires, bypass capacitors and other devices were developed and applied to attenuate their noise competition with the radio signals. Tires were a problem as well, acting like four Van de Graaff static generators. Special powders were developed to be injected in the tires, and static drain straps were installed to siphon off any static charges and bring the auto itself close to ground potential. Vibration in autos was and is a large engineering challenge. Tubes in the 1930s were usually built in the "octal" push-in format. These actually could be driven from their sockets by vibration, so radio manufacturers devised various cushioning restraint systems until the introduction of a full series of tubes in the "loctal" format, where the metal center indexing pin had a "catch ridge" that would hold the tube securely in its socket. Miniature tubes had less mass and could be restrained by their own pin friction; these found their way into car radios in the late 1940s. A new series of "12 Volt" tubes appeared in the mid-1950s along with the first transistors used in the audio output, together eliminating the need for B+ and with it, the vibrator. All-transistor radios followed shortly.

Push it - Even before text messaging and cellphone use in the car, tuning the radio was deemed a hazardous distraction. Pushbutton pre-selection of stations was introduced by Motorola in 1937 to make tuning a no-brainer, one-finger action. The setup tuning of these pushbuttons can be divided into two schemes. The earliest was a series of separate LC networks, one for each station. My Chrysler car radio - the same model that Bette Davis tunes in her coupe in the 1939 film "Dark Victory," and which I had modified to run on 120 Volts AC - had little finger wheels for tuning behind each button, accessible when you pulled the button cap off. Later a mechanical indexing system was devised for pushbutton operation that positioned both the tuning dial and the main tuning element (cap or inductor)

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More about car radios.....

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2009, Kellerman released a jazz and blues album, *Sally*, her first since *Roll with the Feelin'*. *Sally* featured interpretations of songs by Linda Ronstadt, Kim Carnes, Aerosmith, Nina Simone, the Motels, Neil Diamond, Jackson Browne, Marvin Gaye, Dolly Parton, Jennifer Warnes, and James Taylor.

2010s - Kellerman starred with Ernest Borgnine and Mickey Rooney in *Night Club* (2011). Her performance as a woman with Alzheimer's living in a retirement home won an *Accolade Competition Award for Best Supporting Actress*. That year she played a recurring role as *Lola* (an eccentric artist) in Cinemax's sexually explicit comedy-drama series *Chemistry*, followed by guest appearances on the CW teen drama series *90210* as *Marla*, an aging Hollywood actress with dementia who considers assisted suicide. On April 30, 2013, the actress released her memoir, *Read My Lips: Stories of a Hollywood Life*, published by Weinstein Books. In the book, she remembered a close-knit, family-oriented past Hollywood and her triumphs and tribulations as an actress during the 1960s. Kellerman made promotional book-signing appearances in Los Angeles, Santa Monica, Manhattan, and Jersey City. Shortly afterward, she appeared as Marc Maron's bohemian mother in the "Dead Possum" episode of his comedy series. Kellerman later received a Fort

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that set the frequency. Ordinarily a station was tuned in, then the button allocated to that station was pulled out and then pushed back in, fully memorizing the mechanical setting. Broadcasters picked up on pushbuttons and station loyalty; they started urging listeners to make their station "the number one button on their car radio!" The first appearance of the "signal seeking" radio was in the early 1950s, with two unique wrinkles. Most of these radios had a switch marked "Town and Country," to set whether you wanted the radio to find only local stations or any receivable signal. A second innovation was a switch under the carpet for the left foot that would be depressed by the driver momentarily (we don't want to add to the distractions). A little motor would start tuning the radio up the dial. The AGC circuit in the radio would tell the motor to stop on the strongest or any station depending on your town/country choice.



The radio shown above is from a 1955 Ford. Very stylish and functional in design. It fit well in the dashboard.

Simple joys - In the United States, GM introduced the first factory-installed, "in-the-dash" radio in 1936. From the postwar period on, most consumers bought their car radio with the car. By the 1980s nearly all auto manufacturers provided at least a manually tuned AM radio as standard equipment. Some of these radios used ASIC LSI ICs, and an acceptable radio could be made of just a few chips. Including the radio cost the manufacturer only a few dollars more than placing a matching dash plate over an empty hole. In the digital tuning age, many of these

early features are still with us, including pushbuttons (now just accessing digital memory registers) and signal seek. Most new radios have an interesting refinement: If in seeking they find no local stations, they automatically step down to accept a lower signal strength, a useful feature in some of the remaining great outback of America. As our time spent in automobiles increases thanks to traffic congestion and longer commutes, our time spent involved in mobile audio is going up too. Some sound aficionados find factory-standard gear to be lacking and will spend thousands on "sound tuning" upgrades.



Above - a new old stock 1955 Ford clock, a companion to the 1955 Ford radio control.

Choices on the listening side are changing as well, thanks to satellite radio and HD2 channels, which can deliver traffic reports and information focused on commuters and provide more options and useful data to drivers than ever imagined possible. But no matter how high tech, the simple joy of a pleasant audio companion in the car, a pleasure that stimulated radio sales at their introduction 80 years ago, is still there.

Editors note: Automobile radios have come a long way since the mid-1960s. Modern radios that come with new Lincoln automobiles have AM and FM reception and High Definition reception of digital broadcast signals. And new Lincoln radios have the Sirius/XM digital satellite capability, a monthly subscription service, with many niche programming channels available. It is also common for multiple speakers to be installed, with 12-14 speakers fairly commonplace. And audio power over 100 watts is also the norm. Automobile radios have come a long way since the early days of the Motorola offerings first installed in the 1930s.

William "Bill" Holaday



William "Bill" Holaday

William "Bill" Richard Holaday, age 71, of Otsego, Minnesota, passed away peacefully at home on Monday, November 28, 2022. He was born May 26, 1951, in Columbus, Ohio, the son of William E. and Dorothy J. (Cox) Holaday.

Bill was a 1969 graduate of Hortonville High School in Hortonville, Wisconsin. He furthered his education at the University of Wisconsin-Oshkosh, graduating in 1973 with a degree in business.

Bill worked for various financial organizations and car dealerships before joining Harley-Davidson, Inc. in 1985. As a district manager for Harley-Davidson, Bill earned the respect and trust of the Harley-Davidson dealers he worked with in New Hampshire, Vermont, Maine, Massachusetts, Minnesota, Iowa, and Wisconsin. He was a dedicated employee, retiring in 2016 after nearly 31 years with the Motor Company.

Bill met the love of his life, Kathryn

Belling, while both were working at Harley-Davidson. The two were married in Milwaukee, Wisconsin, on September 30, 1989. They were one of dozens of couples who worked, met, and married at Harley-Davidson.

Bill was a member of the MN Street Rod Association and the Lincoln & Continental Owners Club (LCOC), serving as a Board Member for the Northstar Region of the LCOC. He was a car aficionado and enjoyed driving cars, building model cars, drawing and designing cars, and, most especially, restoring his father's 1959 Lincoln (which was the first car Bill ever drove).

He is preceded in death by his parents, William E. and Dorothy J. "Jane" (nee Cox) Holaday.

Bill is survived by his loving wife, Kathryn Holaday; children, Elizabeth (Jonathon) Giovenco, David Holaday; adoring grandchildren, Inez, Elijah, Ezra, Emry, Eva; sister, Patricia Anne (Steve) Locke; brothers-in-law, Roger (Elaine) Belling, Richard (Mary) Belling; and many dear friends. He will be sorely missed by all who knew him!

Bill was passionate about helping those among us who suffer from homelessness and hunger. In place of flowers, memorials are preferred to the Salvation Army Northern Division, CAER Food Shelf (caerfoodshelf.org), the Monticello Help Center (monticellohelpcenter.org), or any organization providing care to the homeless and hungry.

Funeral services were held Tuesday, December 6, 2022, at 11 a.m., with visitation one hour prior, at the Church of St. Henry in Monticello, Minnesota. Burial following at Riverside Cemetery in Monticello, Minnesota.

For Sale - 1979 Town Car

Linda Fenelon has decided to sell the car that she and her late husband, Ron, enjoyed for 20 years. The rust-free California Town Car has 106,000 miles. It is mechanically sound and has a nice interior. The clear coat paint is fading. The tires are nearly new. For a personal inspection or more information, contact Linda Fenelon, Alexandria, Minnesota, 320-763-4197 or 320-491-4484. \$6000/offer.



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Lauderdale International Film Festival (FLIFF) Lifetime Achievement Award at Cinema Paradiso in Fort Lauderdale, Florida. The ceremony, which included a montage of her work and an audience question-and-answer session, was moderated by film historian Foster Hirsch. In September 2013 filmmaker Ellen Houlihan released a short film *Joan's Day Out*, in which Kellerman played a grandmother who escapes from her assisted-living facility to bail her teenage granddaughter out of prison. Kellerman made a return appearance in the second season of *Maron* in the episode "Mom Situation", and as part of an Epix Network documentary celebrating the life of Robert Altman on August 6, 2014. In October 2014, TVLine announced that Kellerman had been cast in the mysterious role of Constance Bingham on the daytime soap opera *The Young and the Restless* and was nominated for a Daytime Emmy as Best Actress in a Guest Role. In 2016, she continued her recurring role on *Maron* and played in five episodes of the new series *Decker*.

Personal life - In 1961, Kellerman underwent a botched home abortion, and went to a hospital for the first time (due to her Christian Science upbringing). The relationship that had caused her terminated pregnancy was with bit actor William Duffy.

After the release of *MASH*, on December 17, 1970, Kel-

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Major Events for 1959

(Continued from page 13)

lerman married *Starsky & Hutch* producer Rick Edelstein. Anjanette Comer, Joanne Linville, and Luana Anders were among her bridesmaids. On March 6, 1972, Kellerman divorced Edelstein, citing irreconcilable differences. "We've fought every day since we've met," she said at the time.

On May 11, 1980, Kellerman married producer Jonathan D. Krane in a private ceremony at Jennifer Jones's Malibu home. In 1989, the couple adopted newborn twins, Jack Donald and Hanna Vaughan, who were born on June 24 of that year. The family relocated to Jupiter, Florida in 1991. After encountering financial difficulties, they sold their condo there in 2008 and moved back to Hollywood.

Jonathan Krane died of a heart attack on August 1, 2016, at the age of 64. Their adopted daughter, Hanna Krane, died on October 22, 2016, age 27 from heroin and methamphetamine use.

Kellerman and Krane separated twice during their 36-year marriage, first for a few months in 1994, then again during 1997-98 over Krane's public affair with Nastassja Kinski. As Kellerman had dated married men in the past, she forgave her husband for the affair.

Kellerman died from heart failure at a care facility in Woodland Hills, Los Angeles, on February 24, 2022, at the age of 84. At the time of her death, she had dementia.

From the internet...

1. Fidel Castro comes to power in Cuba after Revolution.
2. United States Vice President Richard Nixon and the Soviet Union's Premier Nikita Khrushchev engage in an impromptu debate.
3. The Dalai Lama and tens of thousands of Tibetans flee to India after China Invades Tibet.
4. Hawaii becomes the 50th state.
5. NASA launches the Pioneer 4 spacecraft
6. United States - Canada - St. Lawrence Seaway is completed.
7. The Antarctic Treaty is signed in Washington. It was signed by twelve countries.
8. The Luna 2 spacecraft crashes into the Moon.
9. The Film Ben-Hur premieres.
First Pictures Of Earth From Space Taken By Explorer 6.

Cost of Living 1959 - How Much things cost

Yearly Inflation Rate **USA** 1.01%
 Yearly Inflation Rate **UK** 0.9%
 Average Cost of new house \$12,400.00
 Average wages per year - \$5,010.00
 Kodak Movie camera \$67.50
 Average Cost of a new car \$2,200.00
 Movie Ticket \$1.00
 Loaf of Bread 20 cent
 Kraft Cheese Slices 32 cents pk
 Maine Brick House good residential area 12 rooms 4 baths 2 acres \$7,000
 gallon of Gas 25 cents

1959 Popular Culture

The US Grammy Music Awards Started
 The last musical from Rodgers and Hammerstein "The Sound of Music" opens on Broadway
 The chartered plane transporting musicians Buddy Holly, Richie Valens, and the Big Bopper goes down in an Iowa snowstorm, killing all four occupants on board. The tragedy is later termed "The Day the Music Died," popularized in Don McLean's song, "American Pie."
 The Film Ben-Hur premieres in New York City

Popular TV

Adventures of Ozzie & Harriet
 Father Knows Best
 Gunsmoke
 Bonanza premieres on NBC, the first weekly television series broadcast completely in color
 The Huckleberry Hound Show

Popular Films

Ben-Hur
 Some Like It Hot
 Anatomy of a Murder
 North by Northwest
 Sleeping Beauty

Popular Singers

Elvis Presley
 Paul Anchor
 The Platters
 Doris Day
 Frank Sinatra
 Connie Francis
 Jim Reeves
 Cliff Richard
 Ella Fitzgerald

Born This Year in 1959

Jason Alexander, September 23rd, Newark, NJ
 Fred Couples, October 3rd, Seattle, WA
 Simon Cowell, October 7th, London, United Kingdom
 Hugh Laurie, June 11th, Oxford, United Kingdom
 Sean Bean, April 17th, Sheffield, United Kingdom
 Emma Thompson, April 15th, London, United Kingdom
 Allison Janney, November 19th, Boston, MA
 Mike Pence. June 7th, Columbus, IN
 Magic Johnson, August 14, Lansing, MI

Technology

Xerox launches the first commercial copier
Microchip USA by Jack Kilby
Etch A Sketch France by Arthur Grandjean
Computer Modem USA

North Star LCOC events

- January **Sunday Brunch, January 22, 2023** at 11:30 a.m., Casper's Cherokee Family Bar and Grill, 4625 Nicols Rd, Eagan, Minnesota.
We will order from regular menu. On Sundays, kids under 12 eat free.
- February **Saturday, February 11, 5 p.m. CCCA Dinner and Auction**, Firefighters Museum, 664 22 Avenue Minneapolis, Minnesota. Dinner will be served at 5:30 p.m. Please bring a quality item for the auction as our club splits the profit with CCCA. Please RSVP, email Tom at tbrace@comcast.net, or call 651-644-7800.
- March **Sunday Buffet, March 12, 2023** 11:30 a.m. at the Machine Shed, 8515 Hudson Blvd N, Lake Elmo, Minnesota
- April **Sunday Brunch on April 16**, 11:30 p.m. at Dehn's County Manor, 11281 Fernbrook Lane N, Maple Grove, Minnesota.
- May **Road trip and car show** at Mark Platts Collector Car Garage, Wisconsin Dells, Wisconsin Saturday May 13, two to three day road trip (Friday through Sunday) More details in future issues.
- June **Saturday, June 17, 2023.** 14th Annual Lincoln Car show at Bloomington Lincoln, Bloomington, Minnesota 10 a.m. – 2 p.m. Free lunch and awards at 2 p.m.

LINCOLN CONTINENTAL WINS 2023 BEST CERTIFIED PREOWNED VALUE AWARD

The Lincoln Continental was discontinued back in 2020, but the luxurious sedan remains an excellent value on the used vehicle market. This also applies to certified pre-owned examples, as the Lincoln Continental has received a Best CPO Value Award from Vincentric for 2023, joining the Ford Expedition, which was awarded the top prize in the large SUV category, the Transit Connect, which topped the small commercial passenger van and small commercial cargo van segments, the Ford Escape PHEV, which took top honors in the EV/PHEV SUV category, the Lincoln MKX, which came out on top of the luxury mid-size SUV segment, and the Ford F-150, which topped the full-size half-ton pickup segment for the seventh time in 10 years.

The Lincoln Continental came out on top of the large luxury sedan segment – beating out a grand total of 16 of its rivals – by presenting customers with ownership costs that were 9.2 percent lower than expected, making it a supreme CPO value in a market where good deals are hard to come by.

To determine the 2023 Best CPO Value in America Award winners, Vincentric conducted a statistical analysis to reveal which had lower than expected ownership costs given their market segment and price. The company analyzed over 17,000 vehicle configurations using eight cost factors – depreciation, fees and taxes, financing, fuel, insurance, maintenance, opportunity cost, and repairs. The costs were measured after incorporating the specific CPO warranty offered by each manufacturer while also applying mileage requirements necessary to be authorized as an OEM CPO vehicle. Each CPO vehicle was evaluated in all 50 states plus Washington DC, with the assumption that each would be driven 15,000 miles annually over five years.

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I am a very fine car that desperately needs a new home. I have been with my present owner(s) since the early 1980s, and it has now time for me to be much loved and well taken care of in the way that I have become accustomed to by a new family. I have an excellent pedigree that can be easily verified by all of my present masters' documents.

I am a 1979 Lincoln Mark V, having traveled less than 35,000 miles in my lifetime. I have always spent my nights and days

safely stored inside, in a nice secure garage, except when my mom and dad took me out for special rides and bring to car shows. I finished in a Diamond Blue metallic paint, which was rare in 1979. Both my inside and outside are spotless, with no dings, dents, or scrapes. I look almost as good as the day my first owner took delivery of me from the dealership. I have a moonroof and virtually all of the accessories that Lincoln offered in 1979. Plus, I come with all the owners and factory manuals too.

Would you please come to see me and check me out? I will not disappoint you and provide you and your family with many years of enjoyment behind the wheel and pride of ownership. Plus, my owners' price aligns with current Mecum auction results for similar Mark V's, most having more miles than I do. Very fairly priced at \$14,500 obo.

Further inquiries should be directed to Ann at 612-695-6524. She will be awaiting your call.



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