

Celebrating the Continental



John Walcek behind the wheel of Don Longheed's 1940 Cabriolet

For April, we took a deep dive into the endless archives of all things Lincoln that I have in floor to ceiling stacks at my humble abode in Burnsville. I found a few interesting articles, one of which we will call our feature article, written by LCOOC Club photographer John Walcek. This enjoyable story originally appeared in the September-October 2010 issue of Continental Comments. We hope that you enjoy John Walcek's nice story about the 70 year anniversary of the Lincoln Continental.

Lately, I find myself looking back and reflecting on events that shaped my life, and dwelling on the good things. We Americans need any excuse to celebrate the good times and things. This year, how about celebrating with me the 70th birthday of the first production Lincoln Continental?

I became aware of this car while working on a car calendar with Ken Tibbot for the Early Ford V-8 Club in 1997; we posed a photograph of a Ford tractor pulling his unrestored '40 Lincoln Continental Cabriolet out of a barn. The car captivated me. Since then, a junker '41 Lincoln Continental Cabriolet and a nicer '40 Coupe have found me.

It's interesting to know the family dynamics and evolution that happened through the decades in the Ford Motor Company. Henry Ford and his wife, Clara, had one son, Edsel, born in 1893. Growing up in a "car" family as a kid, he always liked cars, the different models and styling. He became involved in the family company in 1914, at age 21, and became president of the Ford Motor Company in 1919.

In 1922, Henry Ford purchased the distressed Lincoln Motor Company from Henry Leland, an industrialist who pioneered precision machining and engine mechanics. Edsel was given free reign to do things with the Lincoln, the highest class offering from Ford. Even

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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



*Charles Kuralt
1934 - 1997
American Storyteller*

Charles Bishop Kuralt (September 10, 1934 - July 4, 1997) was an American journalist. He is most widely known for his long career with CBS, first for his "On the Road" segments on *The CBS Evening News with Walter Cronkite*, and later as the first anchor of *CBS News Sunday Morning*, a position he held for fifteen years.

Kuralt's "On the Road" segments were recognized twice with personal Peabody Awards. The first, awarded in 1968, cited those segments as heartwarming and "nostalgic vignettes"; in 1975, the award was for his work as a U.S. "bicentennial historian"; his work "capture[d] the individuality of the people, the dynamic growth

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Editors Message

April 2019

Gentle readers... It has seemed like forever, but, in reality, it has only been about 4 plus months of winter that we have just burned through. Most of the really bad stuff came to us after the middle of January; then we went through all the snow. All of this is now just a bad memory, perhaps cured with a glass or two of wine, once we hit April 1.

I think that spring is finally here. A few days ago, when I took Sweet Olga out for her morning duties, the birds were busy singing away, which is one of the sweetest sounds of spring you could have. And I have been watching several robins flying into my glass deck doors. That too is a sure indicator of impending good weather. I did see someone driving a 70 or 71 Mark III out here in Burnsville; folks are anxious to enjoy some time behind the wheel if only a short drive. Seeing an older car out and about makes the rest of us want to throw open those garage doors and get our classic out of hibernation.

As our beloved Bob Johnson points out, we need new members. And we do need them now. We have tried a lot of different things to get the LCOC brand out there for people to see. Advertising in Hemmings, improved websites, Facebook and all the other social media. But, it is very difficult to measure results. New members do not seem to be standing in line to sign up. We believe that we provide good value for the yearly dues, but apparently, non-members do not. This is not an inexpensive hobby to pursue. Older Lincolns are expensive, although not as expensive as other brands. But, if you are a younger person, with a family, a home and a couple of newer vehicles, you might not have the discretionary income available to pursue the dream of a classic car. We all understand that as most of us have been in the same spot at an earlier point in our lives. Having said all this, it does

seem a bit strange to me that (and I have pointed this out many times) in a country of over 300,000,000 people, we can't find 5,000 poor souls that we can get to join our very fine car club and social organization. We need to reach out to anyone out there who you think might have an interest in becoming a member.

Our LCOC dues are \$48 per year. The local North Star Region dues are \$20 per year. For anyone interested in joining, we will waive the local dues for the first year. See what you can do, sign up a new member or two this year. We really need your help.

It was Sweet Olga's birthday March 21. We celebrated by going down to Culvers and brought some stuff home. She shared a hamburger with her dad, which she really liked. I also gave her part of a vanilla shake in a dish that made her smile. She thought that was the best stuff ever. That has to taste a lot better than the frozen snow that she also likes. Maybe she could get a job advertising vanilla shakes for Culvers.



Sweet Olga celebrated her birthday this past March 21. She received a few cards, a nice gift basket from one of the neighbors and some treats and a small dish of vanilla ice cream from her dad. Her friend, the penguin, visited for a while, he is waiting for an Uber to take him to the airport. He has to catch a flight to the South Pole. It is starting to get too warm for him here.

She might have to learn to use a straw.

We had a great Sunday brunch at Jax's in Northeast Minneapolis on March 24. The food was really good, almost as good as being in the company of some nice North Star Lincoln club members. The table conversation is not just about cars anymore, but a wide variety of subjects that really appeal to our inquiring minds. We are a social club too, and that is the great part. A lot of our members have had very interesting life experiences that make for interesting listening. Come join us for our next event; you will be very glad you did.

Check out our event pages, 15 and 16 to see what is coming up. If you have some ideas for things that might be fun, email or call Bob Johnson and let him know. Come help us provide an interesting experience for our North Star members.

Till next month...

David and Sweet Olga, the Samoyed

*Directors Message by Bob Johnson**April 2019**(Continued from page 2)*

inherent in the area, and ... the rich heritage of this great nation." He shared in a third Peabody awarded to CBS News Sunday Morning.

Kuralt was born in Wilmington, North Carolina. As a boy, he won a children's sports writing contest for a local newspaper by writing about a dog that got loose on the field during a baseball game. Charles' father, Wallace H. Kuralt Sr., moved his family to Charlotte in 1945, when he became Director of Public Welfare in Mecklenburg County, North Carolina. Their house off Sharon Road, then 10 miles south of the city, was the only structure in the area. During the years he lived in that house, Kuralt became one of the youngest radio announcers in the country. Later, at Charlotte's Central High School, Kuralt was voted "Most Likely to Succeed." In 1948, he was named one of four National Voice of Democracy winners at age 14, where he won a \$500 scholarship.

*After graduation from Central High School in 1951, he attended the University of North Carolina at Chapel Hill, where he became editor of *The Daily Tar Heel* and joined St. Anthony Hall.*

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We are finally getting some signs of spring. We still have about a foot of snow on our yard and four to five foot banks from snow plowing this past February. I always look forward to this newsletter to see what I have done of note for the first of April, to be published in this newsletter. Being your Region Director has its perks; this is my best reward, who wants to be in my will to receive this tradition. We need a theme for 2019 to grow the Lincoln Club membership; My theme is: **"Only you can do it"; Fellowship Plus Friends Equal Fun in the LCOC! WE NEED YOU TO RECRUIT ONE NEW MEMBER IN 2019! How simple can it be, again, it is up to you? Can you recruit just one member for LCOC in 2019?** We can have real success with individual personal effort. Every member—not just your region's/chapter's Membership Chairperson—is a recruiter for our national club and your region/chapter. When you talk to someone at a local car show, someone you see with an antique vehicle in a parking lot or at the gas station, or even a neighbor or friend at work who's interested in old cars, talk to them about the LCOC and our North Star Region and ask them to join our club. We have room for everyone who loves Lincoln vehicles.

For April, we have had to cancel our planned brunch at Holman's Table Restaurant, in St. Paul, due to their unwillingness to work with the club regarding minimum requirements and service issues. We will return to the Roasted Pear, in Brooklyn Park, 9690 Colorado Lane on Sunday, April 28, at 11:30 a.m. Please RSVP to Jay White by Wednesday, April 24, call 612-599-6219 or email jay@jwhiteandassoc.com if you plan on attending. Again RSVP now. We will have a nice private room to enjoy great food, good service and at reasonable prices. What could be better! Consider bringing along a friend that you can get to join the Lincoln club.

Come join us for a Lincoln car display, Saturday, May 18, 11:30 a.m. to 3 p.m., hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave. NE, Minneapolis, Minnesota. Held in conjunction with the Central Avenue ART-A-WHIRL, it is an open studio tour in Northeast Minneapolis. It's a great opportunity to tour private artist studios and galleries, connect with the artists, and purchase original artwork. It has been held for the past 24 years. Jeff and Wendy will be serving a light lunch, so please RSVP to Bob Johnson by Tuesday, May 14, (651.257.1715 email: arborbob41@aol.com), so Jeff has an idea of how many will be there for lunch. We were there last year, and all who came had a good time. Especially, those who took some time to tour some of the artist's galleries. There is a lot of good art out there, and some of it is very fairly priced. Now is your chance to bring home some art object to grace your living room. Bring your Lincolns, bring your friends, lets double the turnout that we had last year.

Our Eleventh Annual Memorial Weekend Lincoln Car show will be at Bloomington Lincoln, Saturday, May 25, 2019, 10 a.m. to 2 p.m. We are working with Ryan Benning, General Manager to do something special for this show, please put on your calendar now. We had some fine looking Lincolns show up last year. Bring those same great Lincolns back and some of those that we have not seen for a long time. Support your club, attend our events. We need to see you once in a while.

Please try to attend one of our three National Meets for 2019; LCOC Western National Meet, July 10-13, 2019, Grand Junction, Colorado; Sixth Annual Lincoln Homecoming. August 7-12, Hickory Corners, Michigan; LCOC Eastern National meet, September 19-22, 2019, Dutchess County, New York.

We need you to write or update your Lincoln Pride and Joy article for our monthly newsletter, can you help us out?

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

Bob and Mary Johnson. . .

Board Of Directors - 2019

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

1940 Continental Continued...

It's interesting to know the family dynamics and evolution that happened through the decades in the Ford Motor Company. Henry Ford and his wife, Clara, had one son, Edsel, born in 1893. Growing up in a "car" family as a kid, he always liked cars, the different models and styling. He became involved in the family company in 1914, at age 21, and became president of the Ford Motor Company in 1919.

In 1922, Henry Ford purchased the distressed Lincoln Motor Company from Henry Leland, an industrialist who pioneered precision machining and engine mechanics. Edsel was given free reign to do things with the Lincoln, the highest class offering from Ford. Even though the merging of Leland's precision machined quality standards and Henry Ford's mass production techniques turned personally problematic for the Lelands, the custom bodied coach built Lincolns of the '20s and '30s were stunning and set a standard of quality and rugged dependability for cars of the time. Edsel worked to meld a little Lincoln style and class with the functional, massed produced, affordable cars being offered by the Ford Motor Company.

The Roaring '20s came to a crashing halt with the Great Depression in 1929, and the high-end car market, of necessity, had to change. Edsel was probably the reason the custom bodied Lincoln "Ks" continued until 1939 - the end of expensive, limited production, custom bodied coach-built cars.

Stylist Eugene T. "Bob" Gregorie, initially a boat designer, joined the Ford Motor Company in 1931, and the first Style and Design Department was established at Ford in 1935. "Bob" Gregorie and Edsel Ford worked well together; they were kindred spirits. They toyed with different cars throughout the '30s, hot rodding an early Ford V-8, and importing an MG, a European sports car.

In the "Art Deco" '30s, and given Edsel's refined tastes, good things hap-pened at Ford. The boxy, upright styling of

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John Walcek's 1940 Continental Coupe

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

March 7, 2019

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln in Bloomington, Minnesota. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Matt Foley, Larry Sasse, Jay White, and Bill Holaday. Regional members Mary Johnson, David Sandels, Jeff Eisenberg, and Sweet Olga, were also present at Board Meeting. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the discussion by notifying the Board that Roger Wothe was on vacation in Arizona and Bob Roth was on a cruise. Bob reviewed the suggested activities for 2019. The North Star Region activities times and locations may be found in the monthly calendar. No meeting was held in February due to two snow storms canceling scheduled meeting nights.

Our March Sunday Brunch will at Jax's Café, Minneapolis, Sunday, March 24, at **10:30 a.m.**, 1928 University Avenue NE, Minneapolis, Minnesota. Note that the time is one hour earlier than normal.

Jeff Eisenberg again invited us to have a Lincoln car display, Saturday, May 18, 11 a.m. to 3 p.m., hosted by members by Jeff and Wendy at their Libson Twin City Auto, 1218 Central Ave. NE, Minneapolis. This will be held in conjunction with the Central Avenue ART-A-WHIRL, it is an open studio tour in Northeast Minneapolis. It's a great opportunity to tour private artist studios and galleries, connect with the artists, and purchase original artwork. It has been held for the past 24 years. Jeff and Wendy will be serving up a light lunch, so please RSVP to Bob Johnson by Tuesday, May 14, (651.257.1715 email: arborbob41@aol.com), so Jeff has an idea of how many will be there for lunch. Jeff will also do a Tech seminar at 11 a.m.

Jay White will head up a group for member calling for our scheduled events to increase member participation, Matt Foley and Bill Holaday will also be involved. We are going to try and improve communication by doing personal phone calls; please let us know if this will work for you.

Jay reported that our region Facebook had 200 "likes" for March, we are still growing but at a slower pace. We will also try advertising on Facebook for certain activities. Thursday, April 4, at Lincoln of Bloomington. All members are invited to attend our board meetings.

Membership and Publications Director Dave Gustafson said that he is currently out of "My Pride and Joy" articles. Matt Foley has received 94 renewals, which is roughly a 71 percent response rate.

The meeting was adjourned at 7:45 p.m. The next Board Meeting will be at 6:30 p.m. Thursday, April 4, at Lincoln of Bloomington. All members are invited to attend our board meetings.

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

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After graduating from UNC, Kuralt worked as a reporter for the Charlotte News in his home state, where he wrote "Charles Kuralt's People," a column that won him an Ernie Pyle Award. He moved to CBS in 1957 as a writer, where he became well-known as the host of the Eyewitness to History series. He traveled around the world as a journalist for the network, including stints as CBS's Chief Latin American Correspondent and then as Chief west coast Correspondent.

From his earliest days in journalism, Kuralt saw things that others missed. Richard Cole, dean of the journalism school at Kuralt's alma mater, remembered when Kuralt was sent to cover a parade.

"This kid was looking at the parade through the legs of the people in front of him," Cole said. "So Charles got down on his knees and wrote a story about how the parade appeared to that young kid."

As he spoke with the lumberjacks, whittlers, and farmers he met along his way,

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More John Walcek and the Continentals

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Kuralt chatted the same way you would talk over a backyard fence.

"When his baritone voice rolled out, everybody's head turned," said Nebraska folklorist Roger Welsch. "One time in a restaurant in Grand Island, he had to send his food back to be reheated at least four times because people kept wanting to talk to him. And he would talk with them as long as they cared to."

He found a butcher who could hold 30 eggs in one hand, a swimming pig in a water-ballet show, a light bulb that had stayed lit in a firehouse since 1901. He did pieces on a school for unicyclists, gas station poets, horsetraders and a 104-year-old entertainer who performed in nursing homes.

*In 1967, Kuralt and a CBS camera crew accompanied Ralph Plaisted in his attempt to reach the North Pole by snowmobile, which resulted in the documentary *To the Top of the World* and his book of the same name.*

While his brethren invaded Vietnam, investigated Watergate

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cars which began the decade gave way to "modern," streamlined, more powerful cars, with flathead V-8s and sleek styling, lower, aerodynamic curved lines, swept-back windshields, and radiator and with lights in the sweeping fenders; all now available to common, middle-class people. Style became an important part of new car design.

Ford did more work "in-house" with Lincoln. In 1936, Ford came out with what's noted as America's first successfully designed streamlined car, the Lincoln-Zephyr, powered by a 267 cubic inch 110 hp V-12 engine. The Lincoln HV12, used from 1936 to 1948, was the most mass produced V-12 in automotive history.

In 1938, Edsel Ford went to Europe, on "the Continent," to check out what the prestigious chassis and coachbuilders were doing. The time was right to see if a "high style" offering could happen within the Ford Motor Company, i.e., a "European style" auto, something low, with a long hood and sweeping fenders, a small passenger cab and a high square trunk. Something "Continental."

A "personal" car for Edsel was commissioned. From his drawings, and with his stylist, E.T. "Bob" Gregorie, they started with a Lincoln-Zephyr convertible sedan body, chopped the belt line 3," stretched the front hood and fenders 7," set the passenger cab a little more toward the rear, and located the spare tire outside the trunk. The pointy hood gave way to a grille with vertical bars, the "waterfall grille," which hugged the body as it wrapped around the front radiator. A ball and spear hood ornament raised the visual front of the car -like a boat cutting the water with the prow high. Pontoon fenders protruded curvaceously from the sides and front of the car. Designed as a convertible, the stylish small rear windows and lack of side windows resulted in a huge blind spot when backing up; and the high, top-loaded trunk was awkwardly accessible over the outside-mounted spare tire; very impractical... un-Fordish.

In early 1939, Edsel had the first car shipped south while wintering at the family estate in Florida, and it was an instant smash! He reportedly returned with many orders for a car not even in production!

An engineering prototype was complet-

ed in June of '39 and was in recent years restored by LCOG member Bob Anderson in Pennsylvania. Two pre-production 1940 "Zephyr Continentals" were made. The first was sent to the Ford Show at the Astor Hotel in conjunction with the New York Auto Show (the premiere showing of all the new autos in the U.S.); then it went to Atlanta, Georgia, for the premiere opening of the movie *Gone With the Wind* in December of '39. It exists today as a complete car and is on the doorstep of being restored by Merv Adkins in California. The second '40 pre-production car was exhibited in Chicago, Los Angeles, then Seattle and is also still around. The original Edsel prototype was "dismantled... no longer of use" in October of '39. It's amazing that the other prototype and two pre-production Continentals still exist, after over 70 years!



For the 1940 model year, 350 Zephyr "Continental" Cabriolets and, almost as an afterthought, 54 Coupes, were built; all a combination of handmade and reworked Zephyr panels, at the Lincoln plant, keeping the coach craftsmen busy. Only the next year, 1941, would the Continental be it's own model, with it's own tooling, a Zephyr no more (although, most of the chassis and running gear were Zephyr).

Edsel Ford died prematurely, a few years later, in 1943. This car represents a high point in his short life. Mission accomplished. The good ole Ford Motor Company came out with a high end, world class, stylish automobile; made in America! American Class! American exceptionalism!

This car is functional art, art-in-motion. A 1941 Lincoln Continental was recognized as one of the eight top automobile designs of all time and was on display at the New York Museum of Modern Art in 1951. What a looker! It turns heads everywhere it goes; it's a conversation starter, as strangers

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and analyzed the Cold War, Kuralt followed his own leisurely path to find real Americans with uniquely American stories. "The kind of stories I like best are light and funny ones," he once said. He kept pitching the idea for his "On the Road" reports at CBS until the network agreed to a three-month trial.

On Oct. 26, 1967, he delivered the first such report, a paean to New England's glorious fall foliage:

"It is death that causes this blinding show of color, but it is a fierce and flaming death," he said. "To drive along a Vermont country road in this season is to be dazzled by the shower of lemon and scarlet and gold that washes across your windshield."

It was completely unexpected, even groundbreaking. And completely Kuralt.

"He was the first on television to make pieces sing, and tell stories in that kind of effortless, charming, poetic, graceful way," said former CBS News president Howard Stringer.

"On the Road" Kuralt was said to have tired of what he considered the excessive rivalry between reporters on the hard news beats:

I didn't like the com-

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More Continental

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young and old, men and women, admirably inquire, "What kind of car is that?"

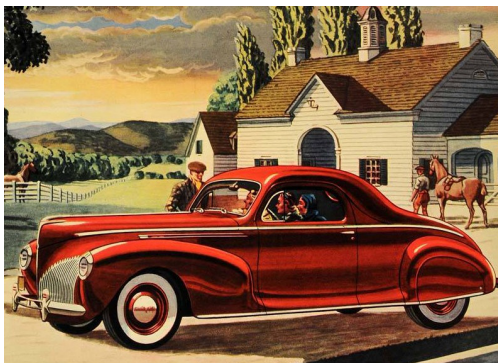
Our original "Lincoln Continental Owners Club" was started in 1953 for only the Continentals from 1940-48. Thankfully, we've evolved over the years and expanded to include all the great and noteworthy Lincolns 10 years old and older.



The 1940 Continental had a very nice appearing dash, with fully functional, easy to read instruments.

Over the years, Dave Cole, noted early Continental expert and historian, has records on 304 of the 404 Lincoln Zephyr Continentals built in 1940, indicating a high survival rate of about 76 percent. I don't wonder why.

Indeed, something special happened to begin the new decade: the 1940 LINCOLN ZEPHYR CONTINENTAL. This unadorned and stunningly simple car created customer preferences, as opposed to being built based on consumer research like the Edsel 18 years later. The early Lincoln Continental is definitely a classic, meaning: an expensive, rare car of high quality that maintains its value and appreciation with subsequent generations over time. Three cheers for the Red, White and Blue, and a fourth cheer for the 1940 Lincoln Continental. Happy 70th birthday!



Diesel Mark VIIs

This article, written by Tim Howley, originally appeared in the November/December 2010 issue of Continental Comments. It discusses at length Jim Schmidt's diesel powered Mark VII, which showed up at the Ocala ENM held earlier that year. It goes into detail of one of the more interesting and unique cars turned out in the early 1980s by Lincoln. There are still a few diesel powered Lincolns out there, and every once in a while, one will turn up at a car show. I remember a new Diesel Continental, which sat on the sales floor of Quality Lincoln Mercury in Bloomington for over a year before someone bought it, at a \$10,000 discount. While gas prices were going up, it seems that the buying public was not quite ready for diesel powered vehicles. Editors further notes: I would like to add that I did have two General Motors Corporation oil burners, a 1979 Oldsmobile and a 1981 Cadillac. Both were horribly underpowered, the Oldsmobile was rated at 120 horsepower, and the Cadillac made 105 hp on a good day. They both were very economical, achieving over 30 miles per gallon at (at the time) lower priced diesel fuel. The Cadillac had a 25 gallon tank, so you could drive a very long way between fills. During the course of a day on the highway, you had to stop more often to pee, rather than fill the diesel tank. Both the Olds and the Cadillac did cruise well at 60 to 70 mph on level highways. Published 0 to 60 time in the Cadillac was about 21 seconds. Stepping on the gas was like mailing a letter down to the engine. A new Continental will do 0 to 60 in about 5 or so seconds, and still, turn out about 25 miles per gallon at highway speeds.



Jim Schmidt's 1984 Mark VII turbo diesel

One of the most interesting cars on the Ocala, Florida tour was Jim Schmidt's 1984 Mark VII turbo-diesel. Presently there are nine known turbo-diesel Mark VIIs in LCOC. Matthew Justus in Michigan has two.

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Diesel Powered Marks

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petitiveness or the deadline pressure," he told the Academy of Television Arts & Sciences, upon his induction into their Hall of Fame. "I was sure that Dick Valeriani of NBC was sneaking around behind my back — and of course, he was! — getting stories that would make me look bad the next day. Even though I covered news for a long time, I was always hoping I could get back to something like my little column on the *Charlotte News*."

When he finally persuaded CBS to let him try out just such an idea for three months, it turned into a quarter-century project. "On the Road" became a regular feature on *The CBS Evening News with Walter Cronkite* in 1967. Kuralt hit the road in a motor home (he wore out six before he was through) with a small crew and avoided the interstates in favor of the nation's back roads in search of America's people and their doings. He said, "Interstate highways allow you to drive coast to coast, without seeing anything."

According to Thomas Steinbeck, the older son of John Steinbeck, the inspiration for "On the Road" was Steinbeck's *Travels with Charley*

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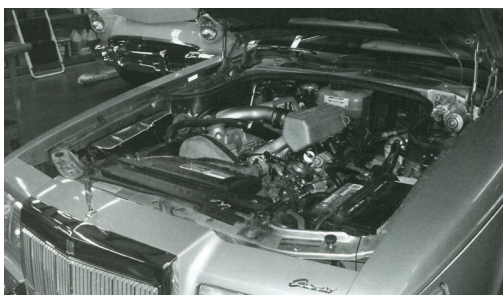
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The Schmidt car did not return for the Ocala show Saturday.

In the late Seventies, many believed that diesels were the wave of the future in automobiles. General Motors Corporation offered diesels in all of its car makes from 1978 to 1985, but they developed such a bad reputation they were discontinued. All of these diesel engines were made by Oldsmobile, and they were derived from the standard 350 engine which was most of the problem. The rod and main bearings were not beefed up, and the engines were a disaster. Unfortunately, these engines were so bad that their reputation would rub off on any other American manufacturer who would offer diesel engines, regardless of how good they might be. If you wanted a diesel, you went to Mercedes-Benz who had been producing high quality diesels for years. Diesels had been around since 1892 and Daimler-Benz began offering them in automobiles in 1923.

The advantages of a diesel, if they were built properly, were low maintenance, great pulling power, extremely long life and high reliability. They had a reputation for better mileage than gasoline which wasn't always true. The downside was lack of acceleration, hard starting in cold weather, an oily odor from the diesel fuel, and a clattering sound from the engine.

In 1979, before Ford knew how bad the General Motors Corp. diesels would turn out, they began making plans to offer Lincolns with turbo-diesel engines. Diesels were slated to appear in 1984 Continental Mark VII's and Continentals, and by that time any American diesel, no matter how good, would have the reputation of a bathtub Packard with Nash seats that turned into a bed.



Mark VII engine bay with the BMW diesel

The turbo-diesel that Lincoln selected was made by BMW and Lincoln projected building 90,000 diesel equipped cars over a

three-year period. The diesel was an in-line six with a ZF four-speed automatic transmission. This fuel injected 2.4-liter turbo diesel producing 115 horsepower as compared to 140 for the standard gas powered Lincoln 302 V-8.

The turbo-diesels were available only on the Bill Blass, Versace, and LSC Mark VII's and the Givenchy and Valentino Continentals. A total of 2,339 turbo-diesel Mark VII's and 1,515 turbo-diesel Continentals were built, and they were only built for the 1984 model year.

Turbo-diesel Lincolns were planned for the 1985 model year, but 1984 sales were so disappointing that none were ever built. As far as we know, the turbo-diesels were discontinued in June 1984, but the public did not know this until the 1985 models came out because so many were unsold.

The turbo-diesels cost approximately \$700 more than gasoline powered models. Tests led engineers to believe that the engines were good for 300,000 miles. The turbo-diesel was slower than gas powered models and noticeably slower when the cars carried more than two passengers. There is a noticeable turbo lag at low speeds, but the car keeps up with freeway traffic quite well. It was not recommended that you tow anything behind these cars. But gas mileage was amazing, in the mid-20s in the city and in the high 30s on the highway. Some owners reported 40 mpg or more on the road. Service was a problem, and Lincoln dealers were referring their turbo-diesel owners to BMW dealers.

These cars can be slow to start in cold weather. The cars are hard on batteries. The very thin alternator belt is short-lived and so are the motor mounts, but 1989 Mustang motor mounts can be made to fit. All engine parts can be bought through BMW, but some other mechanical parts can be hard to find. Obviously, Lincoln-Mercury no longer supports these cars. The turbo-diesel is one model they would like to forget.

There are a few subtle ways to tell a Mark VII turbo-diesel from a gas powered model. The words "turbo-diesel" are carried in small block letters on the lower left trunk lid. The diesel models had dual exhausts, one for exhaust and one for the turbo waste gate. The valance above the exhaust pipes has small curved indentations for clearance. The inside of the fuel door is marked "diesel fuel only." Inside the car, there is a glow

(Continued on page 9)

Mark VII continued...S

(Continued from page 8)

(whose title was initially considered as the name of Kuralt's feature). During his career, he won three Peabody awards and 10 Emmy awards for journalism. He also won a George Polk Award in 1980 for National Television Reporting.

On January 28, 1979, CBS launched *CBS News Sunday Morning* with Kuralt as host. On October 27, 1980, he was added as host of the weekday broadcasts of CBS' *Morning show* as well, being joined with Diane Sawyer as weekday co-host September 28, 1981. Kuralt left the weekday broadcasts in March 1982 but continued to anchor the popular Sunday morning program until April 3, 1994, when he retired after 15 years as host and was succeeded by Charles Osgood.

CHARLES KURALT SHOULD BE REMEMBERED. He gave us stories of hope and of unheralded heroes. His more than 600 episodes of "On the Road," filed from every state in America, punctuated the daily barrage of riots, wars, and demonstrations on the nightly news. "Two-minute cease-fires," *Time* magazine called them. We should remember Charles

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plug light and "diesel fuel only" lettering on the fuel gauge.

Bill Schmidt's 1984 Mark VII turbo-diesel is a gold colored Bill Blass with a beige interior with velour seats. This is a well-equipped car and even has a sun roof. Schmidt bought the car new, and it now has 80,000 miles with tires that have been on the car since 1989. He has had some issues with the car, but overall he has been pleased with it. Years ago he bought a lifetime supply of fan belts which are very difficult to find now.

Schmidt says the diesel fuel mileage is awesome with almost as high as 50 mpg between Flagstaff, Arizona, and Los Angeles when the car was fairly new. He says the lowest highway mileage he has ever recorded is 39 mpg.

The Lincoln turbo-diesels came out in the spring of 1984 and only had a three month run. They simply did not sell because of the bad reputation of the previous General Motors Corp. diesels. Reportedly, Lincoln lost a bundle of money on the turbo diesels and then had to pay BMW for thousands of turbo-diesels that they had contracted for but never used.

We would like to continue on with this Mark VII diesel powered theme with a little bit more information and some viewpoints from a bit different angle. Here is a mash-up of several articles found on the internet about Lincoln's short lived love affair with diesel powered cars. Will we ever see these engines installed in Lincolns again? There have been rumors about a turbocharged diesel variant at some point in the future for the new Aviator, but as long as the economy of gasoline powered engines keeps improving, that may never happen.

Even before Volkswagen's 2015 emissions scandal quashed America's taste for diesel-powered engines in passenger cars, automakers had a hard time selling them state-side. Small diesel engines might be super popular in Europe, but Americans are wary of them, especially after a run of woefully lack-luster cars in the 1970s and '80s amid the oil crisis. One of the short-lived offenders was the Lincoln Continental Mark VII.

The Continental Mark VII was introduced in August 1983 for the 1984 model year. It was available in a base trim level, Designer Edition (Bill Blass Edition and Versace Edi-

tion). A new sport-oriented upper trim level was introduced with this generation, called the LSC (Luxury Sports Coupe). Alongside the standard 140 hp 5.0L V8 shared with the Ford Mustang was a 114 hp 2.4L (155 foot pounds of torque) turbocharged diesel inline-6 obtained from BMW to offer a more fuel efficient engine offering; all Mark VII's came with a 4-speed automatic transmission.

General Motors Corporation made the brave (read: foolish) choice to convert its gasoline V-8 engine to diesel in order to help improve fuel economy and comply with regulations. Right out of the gate the small-block-based diesels experienced legendary reliability and performance struggles. Ford didn't want to touch that strategy with a 10-foot pole for its new-for-1984 Continental Mark VII. Thus, the "European-designed" 115-hp BMW diesel, from a brand that was known to produce solid and reliable engines. The oil-burner was good for a combined 24 mpg, compared to just 16 mpg for the gas V-8.

Ads promoting the Mark VII pitted it against models from Mercedes-Benz, claiming "Mercedes now has something it hasn't had before. Competition." The notion that Mercedes is *JUST NOW* competing against a BMW inline-six is, yes, silly. But the Bimmer engine is especially strange given that the Mark VII was actually competing against the BMW 633CSi/635CSi, as well as the Mercedes 380SEC. It should also be noted that during this period of time, this same engine also appeared as an option in the "Continental four door sedan" which was a downsized version of previous full sized Continental sedans and hopefully, would compete to some extent with the Cadillac Seville. The Seville also offered both the Oldsmobile sourced 350 cubic inch V8 gas engine and the heavily modified 350 cubic inch diesel motor.

Although the power-sapped 5.0-liter V-8 wasn't a stunner itself, Lincoln abandoned the BMW diesel project after the 1985 model year. Final production numbers for this cross-continental (pun fully intended) variant aren't available, but most estimates range from about 500-1500 total units. They're rare but hardly collectible, and prices vary from roughly \$1500-\$10,000.

Based on the Ford Fox platform, the Mark VII was fairly well received when it

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Broadening Horizons

(Continued from page 9)

Kuralt for his rich, mahogany voice and slow talking that brought us the relaxed pace of "Sunday Morning with Charles Kuralt." And for his seven best-selling books. So many stories. So many memories.

"I objected to doing the 'On the Road' pieces at first . . . but with the very first piece he did, I was convinced that we better get them on the air."—Walter Cronkite

"One of his great tricks was to have three offices. There was no finding him, and that was exactly the way he wanted it."—Peter Freundlich, "Sunday Morning"

"Charles sometimes played down his television pieces as unimportant or fluff. But he really wanted to communicate to us all that there is hope. How in the world can you call that unimportant?"—Wallace Kuralt, Brother

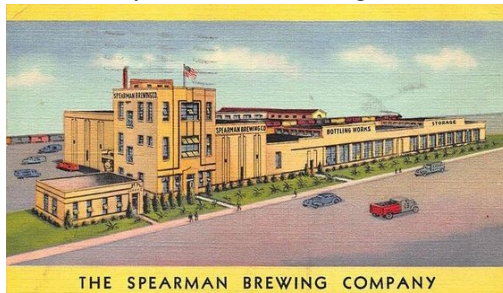
"The flash was still blazing in my eyes, and I looked up and jokingly asked, 'Who do you really like, Charlie?' And he said, 'You.' That's when I fell in love with Charlie Kuralt."—

Barbara Simmons Hannah, first girlfriend

At age 60, Kuralt surprised many by retiring from CBS News. At the time, he was the

(Continued on page 11)

As many of you are aware of by now, our own beloved Robert (Bob) Johnson, retired from his position as Executive Vice-President of the Lincoln and Continental Owners Club, effective December 31, 2018. Unfortunately for his long-suffering better half, Mary, he has been sitting on the sofa, lamenting the fact that there is nothing for him to do. Mary, in no uncertain terms, told him "Bob, there is plenty to do over at the airport, the Lincoln store or one of the other ventures that you have been involved with these past twelve or so years." Bob replied, "Yes, I know, but it is sort of like playing the same record over and over, I really need a new challenge."



Bob thinks that perhaps a beer would cheer him up a little, so he gets a cold one out of the refrigerator, repairs to the living room parks himself on the sofa and starts watching one of the many football games available on fall weekends on Dish-TV. And of course, the games were constantly interrupted by commercials, many of them were for the very product that he was gripping firmly in his right hand. After an hour or so, an idea of sorts slowly began to form in the deep recesses of Bob's brain. It would be so much fun to own and operate our own brewery, right here in Shafer. Think of it; I would never have to go out and buy another six-pack, I could get my own kegs delivered right to our home. Think of the money I would save. And I would brew REAL BEER for real people, not the namby-pamby "lite" stuff. The brain was now into overdrive, with all kinds of interesting scenarios pouring out. It was truly an epiphany; the dawn of realization had come.

Bob went out and jumped into his venerable Town Car and motored in a very stately manner to the far East side of Shafer, the site of the old, out of commission, Spearman Brewing Company, vacant for almost 60 years. In spite of lack of use, it had been kept up fairly well from the proceeds of the dormant Spearman Trust. It looked like a sleep-

ing giant, awaiting the arrival of a "Prince Charming" who would gently awaken it from its long-time slumber. Upon gaining access to the inside, Bob discovered that most of the needed equipment was still in place and aside for some minor repairs, work on the heating and electrical system, the brewery could be fully operational in just a few short months. Bob immediately contacted his legal representatives from the firm Ditchum, Quick and Hyde to put together an agreement of purchase for this fine old dowager as soon as possible.



Brewery employees taking advantage of one of the great perks, free beer at lunchtime.

Shafer city fathers were excited beyond comprehension at the thought of another commercial enterprise in their fine city. The city council led by President Howard Johnson quickly passed a package of loan and tax incentives to help make the project come to fruition much quicker and also increase the economic viability of the business. Mayor Johnson was quoted as saying "Bob Johnson is one of the foremost entrepreneurs of our times. We look forward to the many well-paying jobs created by this new venture. And the product itself will bring fame to Shafer in the same way Coors has done for Golden, Colorado."

Further examination of the property revealed that it had a Rathskeller in operation at the time it closed. It was decided that this would be a nice feature to have going forward, to be able to serve the public some of the many beers produced in a tap room setting. Meals will also be served, coming from a wide and varied menu, featuring mostly German style cuisine. Bob Johnson has also made arrangements to employ the widely popular Hans Frieschle, long time chef from

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longest tenured on-air personality in the News Division. However, he hinted that his retirement might not be complete. In 1995, he narrated the TLC documentary *The Revolutionary War*, and in early 1997, he signed on to host a syndicated, thrice-weekly, ninety-second broadcast, "An American Moment," presenting what CNN called "slices of Americana." Then, Kuralt also agreed to host a CBS cable broadcast show, *I Remember*, designed as a weekly, hour-long review of significant news from the three previous decades.

He was hospitalized and died of complications from systemic lupus erythematosus at the age of 62 at New York-Presbyterian Hospital.

One of Kuralt's books was titled *North Carolina Is My Home*. Kuralt's younger brother Wallace, who died in December 2003, was also well-known in his home state, having been the owner of *The Intimate Bookshop* on Franklin Street in Chapel Hill for many years. In addition, a portion of land along the Roanoke, Tar, Neuse, Cape Fear Ecosystem, so named for the rivers that flow into the Albemarle, Currituck and Pamlico Sounds, has

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New Horizons

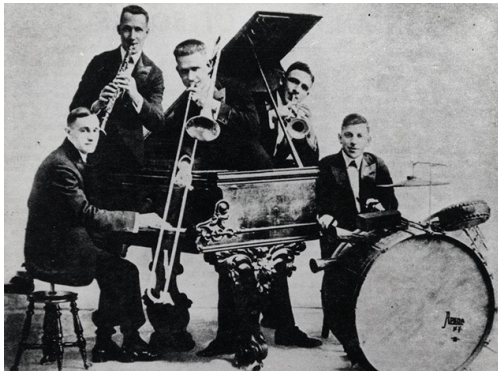
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one of Duluth's famous restaurants, the Gourmet House.



Rathskeller provides ample room for thirsty and hungry guests.

The Rathskeller will also feature music most evenings to enhance the culinary experience. The Tyrone Johnson orchestra will play a wide variety of "olde-tyme" music, ranging from pop standards to mild rhythm and blues which should appeal to most patrons. Music to listen or dance to.



The Tyrone Johnson Orchestra

It is anticipated that the revitalized facility will garner a lot of interest from day trippers coming up from the Twin Cities via the popular light rail line, having lunch, a beer or two, touring the Shafer shopping district and returning home to the Twin Cities via light rail. Mayor Howard Johnson even foresees the eventual need for additional lodging in Shafer, hotels, and motels to accommodate additional tourists coming in for longer stays.

Work is progressing rapidly; Bob Johnson is working feverishly to make sure that all will be in order for the grand opening, now scheduled for April 1. For more information, see the grand opening advertisement in the Shafer Daily Bugle or call 615-555-2368.

More Mark Diesel

(Continued from page 9)

came out in 1984. The aerodynamic styling and lighter curb weight improved efficiency as well as handling, but Lincoln didn't really hit its stride with this big Continental two-door until 1986. That's when the new 200-hp V-8 for the fancier LSC trim arrived, sending the Mark VII onto *Car and Driver's* vaunted 10 Best list.

The BMW/Lincoln diesel experiment wasn't terribly memorable, but it is a good reminder that car companies were willing to get creative during the oil crisis. And if weird is your favorite flavor, a BMW-powered mid-'80s Lincoln might get those strange taste buds a-firing.

It was a marketing experiment gone horribly wrong—but the thinking was sound. If German luxury car makers sell diesel engines in premium automobiles, shouldn't Lincoln?

Taking no chances, Lincoln secured a suitable engine from BMW and placed it in its two most-sophisticated vehicles, the Continental Sedan and the Mark VII coupe.

Perhaps predictably, sales were dismal. About 2300 of the 115-horsepower turbo-charged diesel engines were sold in 1984 and 1985, split roughly evenly between the Continentals and the Marks. One story suggests that Lincoln had contracted for as many as 30,000 of the BMW engines annually, a number that suggests the maker had badly misread the market potential for slow and noisy Lincolns in the mid Eighties.

Does it seem wrong the Lincoln couldn't give away cars equipped with BMW diesel engines, while Cadillac sold a decent number of cars packing General Motors' troublesome 5.7-liter oil burner?

Here's a car-spotter tip: If you see a Mark VII with a sooty rear-bumper, it's likely a Turbodiesel, it's also pretty darn rare.



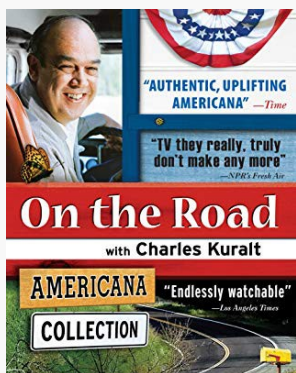
The 1955 Lincoln Boano Coupe

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been named for Kuralt, honoring his having given as much time to nature and wildlife as to people in his "On the Road" and Sunday Morning stories.

"My brother tended to believe in people and things until they proved otherwise," said Wallace Kuralt, who runs a bookstore in Chapel Hill.

"That was his approach to anyone and to America."



For all of his travels and conversations, Mr. Kuralt, according to colleagues and friends, was in certain ways a loner. His restlessness kept him moving and in ways remote. Indeed, in his book, "A Life on the Road," he tried to put his finger on himself.

"I didn't want a place to live," he wrote. "I had nothing to do there. I didn't want days off. I had no way to fill empty days. All I wanted was stories, the wilder, the better."

From the internet..

The most forgotten of all Ford, Mercury and Lincoln's show cars of the '50s shows up at Pebble Beach in 2001 looking just like it did in 1955.

This article written by LCOC Editor Emeritus was featured in Comments, the November-December 2002 issue. We hope you enjoy reading it.



The Lincoln Boano Coupe at the 2001 Pebble Beach Concours.

In January-February, 1996 we reported on the near forgotten 1955 Lincoln Boano Coupe which was found and was slowly being restored by an LCOC member in New Jersey.

That restoration has now been completed, and the car made its first public appearance in 46 years at the 2001 Pebble Beach Concours d'Elegance in California. The car is now owned by one Mr. Kerr of Pennsylvania and was restored by Jim Cox and his crew from Sussex Motor & Coachworks in Matamoras, Pennsylvania. This latest information comes from our own Frank Maffucci who supplied many of the 1955 original parts for the restoration. Mr. Mario Boano, who built the car originally, is still living and provided much helpful information so that parts could be fabricated to bring the car back to its original condition.

During the fifties, Ford produced a bevy of show cars, many of which influenced production car styling and a few of which still exist. The Boano Coupe was a special model built for Henry Ford II. While it was a fully operational car, it was never very influential or very well received on the show circuit, but it was one of the few that escaped the wrecking ball, passed through several owners over the years and finally was restored to see the light of day again, over four decades

later.

The Lincoln Boano Coupe is also called the *Indianapolis Sport Coupe*. It is one of the most unusual looking Ford show cars ever built. No major Ford stylist was ever connected with it. The car was built in Italy to a different drummer. Since it was intended for Henry Ford II's personal use and was only shown overseas, it did not have to follow current U.S. styling trends. Then Mr. Ford decided to sell it to the dashing movie actor Errol Flynn. When Flynn died in 1958, his niece inherited the car. It then passed through several owners, ending up in 1972 in the hands of Chuck and Rita Hanna of Hawthorne, New Jersey. Hannah was an LCOC member and professional auto restorer. He restored the car slowly over a period of 25 years, then died in 1997, before the restoration was complete. Then Mr. Kerr bought the car and had the restoration completed.



The car originated with a 1955 Lincoln chassis that was shipped to Italian designer Mario Boano of Turin, Italy and a former partner in Ghia. While the chassis retained the 123inch 1955 Lincoln wheel-base, it was given all new steel body and was powered by a reproduction 1956 Continental Mark II engine and 1955 Lincoln powertrain. The power steering and basic assemblies are also 1955 Lincoln. The steering wheel is stock 1955 Lincoln. The instrumentation looks like a 1955 Thunderbird, but it is more Lincoln and Mercury than Thunderbird.

The car was first shown at the 1955 Turin Auto Show and arrived in the United States in late 1955.

Back in the fifties, Henry Ford made a lot of trips to Europe. He struck up a friendship with Mario Boano who left Ghia

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Boano Coupe continued...

coachbuilders of Turin, Italy, in 1953 and formed his own coach building firm, along with his son, which was operated until 1956. During this period of time, Boano made yearly trips to Dearborn soliciting business from Ford and Chrysler.



Even though Henry Ford II commissioned the car and its unique styling, the car was not well received on the European show circuit. It

never was put on the U.S. show circuit and received very little publicity in the U.S., none of it very good. Perhaps this is why Henry Ford II decided to sell it to Errol Flynn in 1956. Ford was known to hobnob with movie stars and sell or give them special cars.

The car did not follow Ford design trends of the time. In fact, nobody in Ford styling from those years remembers the car. There was an erroneous story at Ford that the car was lost in the Ford Rotunda fire in 1962. Most likely the Boanos designed the car, and they may have been influenced by a 1949 dead end design for a Lincoln Continental. That particular car could never be developed because it originated from an earlier General Motors design and Ford might have been sued had they ever promoted the car. So the Boano Lincoln has a strange and mysterious design history.



Errol Flynn was the first owner of the Boano.

A lot of Ford show cars were nonfunctional; many were even made out of fiberglass. The Boano is an all steel car with complete running gear and everything works. We can only assume that both Henry Ford II and Errol Flynn drove the car because when the Hannah's bought it in 1972, the odometer showed 12,000 km or about 7,200 miles.

When the Hannah's bought the car, it still ran well but had been damaged by a dash fire. Immediately, Chuck Hannah took the paint down to the bare metal and repainted it to its original orange color. He had a glass maker in Wisconsin reproduce the original windshield and black glass. But because customers' cars always came first, Hannah never completed the restoration.

The car had a lot of trim, much of which the final restorer found to be incorrect by contacting Mr. Boano. The front and rear bumpers, the headlights, taillight pods, and the front fender chrome strips were all custom made as were

most of the other trim pieces.

The roof is permanent; it cannot be removed. At the openings of the back of the front fenders are fake exhaust pods. The openings at the front of the back fenders are also fake. But these openings could be made functional,

the front ones to release engine heat and the rear ones to cool the rear brakes. The full wheel covers on the car are made of spun bronze with smaller Mark II type fins separately attached. The wheel covers are attached to special hubs on stock Lincoln wheels by "spinning" them. Under the hood, the engine looks pretty much like a stock Mark II with Mark II aluminum valve covers. The fan shroud is about 15 inches deep and is made of finned and polished aluminum. The firewall and fender wells are covered with polished aluminum.



Inscription on panel reads: Exclusive Study by Boana Torino



Dash features a roll down cover to "hide" the instruments and controls.

Behind the Boano Torino script is the Boano family crest. An interesting feature of the car is a drawer where the spare tire and jack are located.

The drawer is below the trunk area. It is released by a lever from inside the car. The center of the back bumper functions as a handle that pulls out with the drawer for easy access to the spare tire.

The car is strictly a two passenger coupe, ala 1955-57 Thunderbird. It has a one piece seat bottom and separate seat backs that fold forward to give access to a very small luggage compartment. The car has no formal trunk. The power windows are operated by an internal cable and pulley mechanism.

The car has a 12-volt electrical system which Lincoln did not have until 1956. The dash knobs and parts are 1953 Lincoln.

The car's color is a unique orange which was never used on a standard Lincoln, but a color similar to it was used on Mercury in the mid-50s. This color is carried to the interior on the dashboard and seats which are also trimmed in white leather. Any way you look at it, the Boano Lincoln is a stunning car, and more in tune with the times today than in 1955.

Two Whites don't make a wrong....



Jay White and his TR6, the first car...

It was the summer of 1970. I was in the Army stationed at Phu Loi Vietnam 40 miles NW of Saigon. The temperature is 90+, and so is the humidity. An un-

comfortable situation for the uninitiated. My body had adjusted to it, and it was now not a big deal.

The Army was dealing with a slow, draw-down of American troops in country. Those unlucky dudes who had longer times to be in country were having devolved to them all the jobs others were leaving. Jay was one of those. He was the PX officer (Post Exchange is a very "light" version of today's Walmart), but in addition, he got dumped on him the job of Post Defense officer for a post with 7,000 GI's in various states of readiness. It meant doing a Visual Recon every afternoon at 4 p.m. to check for VC who set up rockets to attack us at night. Seeing the Army's firepower in action was an awesome thing.

But the PX job meant that he had access to the PACEX (Pacific Area Exchange) catalog and special order department. The Pacex Catalog was kept in every GI's bunk (along with other more racy reading), and in free time it was a dreamers paradise. You could order anything from fine China from Japan to Automobiles..... Ah!!! this item made for well worn pictures and many stories. After many months of heavy discussions and after the nightly rocket attacks and searching out guidance from higher-ups, Jay decided to mail order a 1970 Triumph TR6 and was assured it would be delivered at a date certain in New York. I Sent a down payment check off to a far away place and hoped I was alive to pick it up in person!! Total cost was about \$2,600. I ordered it with Red sidewall tires, wire wheels, a fancy Blaupunkt German stereo radio, Stromberg twin carburetors, straight stick and later got a luggage rack for the trunk. *Of course, the only color I wanted was white. (With my last name I couldn't do otherwise) (a situation that still carries over to today)*

After arriving home in California and kissing the ground, happy to be back in the U.S., I traveled to Fargo and eagerly expected the long awaited letter saying the car was in New York.

The salesman brought me to a sprawling covered parking area (Jamaica Plains) outside the city that had hundreds of cars of all makes. I Signed the paperwork, and after a short walk-thought about the car he gave me the keys and I was off. The last time I drove a straight stick was in a drivers training class in High School. THIS was an adventure every boy dreams about. No schedule to follow, your dad's gasoline credit card and a new set of wheels. The East coast turnpikes, toll roads, and traffic was way different from the State Highways in North Dakota. The break-in speed, i was warned, for the first 600 miles was at no more that 55 or 60 miles an hour... and please

vary the speed, lower and higher.... It took a long time to get to Fargo.

And that was when I discovered that there was no one in Fargo who serviced Triumph motor cars!!!! And I soon discovered that the romance of a British sports car and the utility of getting it serviced, didn't jive.....Little did I know, in Vietnam, when I ordered the car that British Leland (the manufacturer) didn't have such a hot reputation for building reliable products. The dual Stromberg carburetors were always needing adjustment, it required ethyl gas, and the wire wheels started to rust after the first year. The nearest Triumph dealer was Hansord Pontiac in Minneapolis, four hours away. However, I did find a Triumph motor cycle dealer in Fargo who agreed to work on it

My first job was for a Dental Management firm in Minneapolis, and it came with a car. It dawned on me that not many 23 year olds had two cars. So, I took it to Morrie's in St. Paul to get tuned up and serviced one last time. Upon picking it up, the mechanic and I took it out for a test drive to make sure everything was OK. He wanted to test the gears, and so he had me wind it out in second gear, and that's when there was a great big "thunk," and the car wouldn't move. It was on Summit avenue and Lexington Parkway. (Every time I pass this corner, I have flash backs to 1972.) We towed the car back to Morrie's and discovered that it had thrown a rod. I kind of knew that a rod was an important thing-a-aging inside the engine. Hansord Pontiac was the only place town who could get a new motor, and for a 23 year old, on my salary, this car was fast becoming an economic albatross!!!

About this time, I was dating my future wife. She was a school teacher. Really cute!!! Our first date was in a loaner car from Hansord while they were fixing the TR6. It was a small under powered Chevy of some unremarkable sort. I had to apologize to her about it and explained my other car was much nicer.

You know, after the "rod" experience I never had a lot of faith in that car and decided to sell it.

I advertised it all over Minneapolis and sad to say no one answered the ads. After weeks, I sold it to Hansord Pontiac and was glad this nightmare was over. However, two weeks after selling to to Hansord, President Nixon devalued the dollar and took us off the gold standard, and the value of the car jumped!!

But wait..... there's a wonderful PS to this story. Carol and I were married in 1973, and my TR6 is on her wedding finger. Her blue eyes are much prettier than a Stromberg carburetor, and the maintenance is MUCH more worthwhile. 46 years later we have two old Lincolns, a 1964 4 door convertible and a 1957 Mark 2. and guess what? They are both white. but when I go to car shows and see the old 1970 TR6 on the show grounds I always stop to remember and give a big sigh!!!

Editors note: Thanks much to Jay White for helping us continue this series again this month. Your stories are what make our newsletter interesting.

Preview of Coming Events

- April **Sunday Brunch April 28, 2019 at the Roasted Pear**, in Brooklyn Park, 9690 Colorado Lane, at 11:30 a.m,
Note change of location for this event.
CCCA Garage Tour, Saturday, April 27, See back page.
- May 11th Annual **Memorial Weekend Lincoln Car show**, Bloomington Lincoln
Saturday, May 25, 2019, 10 AM to 2 PM
Lincoln car display, Saturday, May 18, 11:30 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg,
at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis. More next month.
- June **Saturday, June 29th**, 10:00 AM – 2:00 PM North Star Region, 17th Annual **Classic Lincoln Out State Car Show** at the John McDowall's car collection



For Sale

1990 Mark VII Bill Blass

Good condition, runs and drives great. 47K miles \$5,000 — Call Clarence Stender, 952.467.2883 or Cell 612.247.4828



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top

mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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www.northstarlroc.org Click on publications.

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

North Star Activities



CHANGE OF LOCATION FOR APRIL BRUNCH

Join us for Brunch, **Sunday, April 28**, 11:30 a.m. at the **Roasted Pear, 9690 Colorado Lane, Brooklyn Park**. We have been there before, several times and both the food and service are really good. The weather will be the best and you should even be able to get the classic Lincoln out to make the journey in style. Plan on joining us April 28.

Annual CCCA Garage Tour - Saturday, April 27, 2019

The UMR CCCA Garage Tour is Saturday, April 27, 2019. Starting location is Headquarters Machine and Restoration, 5410 International Parkway, New Hope, MN 55428. Coffee and donuts starting at 8:00AM. Departure for the tour 9:00AM.

These are always fun tours, do not miss this year's tour.

Come join us for a Lincoln car display, Saturday, May 18, 10 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis.

Held in conjunction with the Central Avenue ART-A-WHIRL, there will be many exhibits and activities for all to see and enjoy. Jeff and Wendy will be serving up a light lunch, so please RSVP to Bob Johnson by Tuesday, May 12 (651.257.1715 email: arborbob41@aol.com) so Jeff has an idea of how many will be there for lunch.



It is time for our All Lincoln Car Show Saturday, May 25, 2018, 10 am - 2 pm

At Bloomington Lincoln
1001 Clover Drive, Bloomington, Minnesota

Just South of Hwy 494 and Just East of Hwy 35 South.

Join us for our North Star Spring car show. Bring your favorite Lincoln, old or new and plan to spend a nice spring day visiting with many of your old friends and making some new ones too.

All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. Invite anyone you know who owns a Lincoln to join us at this show.

Take some extra time to check out the fine selection of new Lincolns and the many fine slightly used and carefully pampered used cars available at Bloomington Lincoln. Check out their fine cars, you will be glad you did.