

## *The Last of the Lincoln Sedans*



### The Tenth Generation Continental - One Very Fine Car!

*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.*

As most of you know, Lincoln is out of the passenger car business. Their last two sedan-style automobiles, the MKZ, and the Continental, were discontinued at the end of the 2020 model year. I think of this as a shame, as in spite of what the American automobile companies would like you to believe, there is a market for a nice, well-put-together four-door sedan.

Lincoln, for example, has stated that there is no market for a high-quality sedan offering. And, they are right, to the extent of sales figures for the period (2017 – 2020), the Continental was offered for sale. The tenth and last generation of the Continental was/is an excellent automobile. It does everything that is asked of it, and it does it very well. Equipped with the 3-liter, twin-turbocharged engine, it is the fastest Lincoln to ever see production. It is a feature-rich vehicle and can compete favorably with any other car in its price range. It has long legs, and it is very comfortable to drive for long distances. But, alas, Lincoln could never quite figure out just how to properly market it. Television commercials were a bit on the “artsy” side and probably did not fully appeal to the market segment that would most likely buy a new Continental.

I first saw this car up close at the Lincoln homecoming during August of 2017. At the time, I was impressed by the fit and finish of the Continental and the long list of standard equipment for the upper-scale Reserve model. But, no matter how great a car can be, you must have a successful plan to bring people to the dealership, get behind the wheel for a test drive, and seal the deal. Sadly, Lincoln could never quite figure out how to get people into the showrooms to test drive either

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Trivia from the Internet



Raquel Welch  
American Actress  
1940 - 2023

**Jo Raquel Welch**  
(née **Tejada**; September 5, 1940 - February 15, 2023) was an American actress and model.

Welch first won attention for her role in *Fantastic Voyage* (1966), after which she won a contract with 20th Century Fox. They lent her contract to the British studio Hammer Film Productions, for whom she made *One Million Years B.C.* (1966). Although Welch had only three lines of dialogue in the film, images of her in the doe-skin bikini became bestselling posters that turned her into an international sex symbol. She later starred in *Bedazzled* (1967), *Bandolero!* (1968), *100 Rifles* (1969), *Myra Breckinridge* (1970), and *Hannie Caulder* (1971). She made several television variety specials.

Through her portrayal of strong female characters, which helped in her breaking the mold of the

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Editors Message

I would like more than anything to say that we are now over with winter. But, we all know that April can bring some more snow to dampen our outlook. Most of us were ready for spring at the end of January, but we all know that is a fool's dream. At least, the days are getting a bit longer, and when we can see the sun, it is higher up in the sky and passing on to us more of its warmth. I so long for the day when Niko and I can sit out on the front porch without my winter coat and enjoy days above 55 degrees and watch the world go by.

Somehow we have to find ways to make our beloved Lincoln club more appealing to a wider segment of the population. Obviously, we are doing a few things wrong. But what are they? Yes, our annual LCOC dues are high, \$54 per year.

Now, for about 85% of our members who do not participate in any of the national shows, at the present time, this \$54 buys them a copy of Continental Comments. While it is one of the best club magazines out there, who of you would pay \$9 to purchase it at a newsstand? Unfortunately, most of us would not.

I would like to invite any of you members out there to mull this over and see if you can come up with any suggestions as to how we can make both the national club and the local North Star club more valuable to the membership. Times change, and what worked well in 1950 and 1960 doesn't seem to work as well for us today. What can we do better to have a greater appeal to more people? Most of us in the club keep going back to the same things that we do to build membership. Obviously, those are not working. But, many of you folks out there might have some other thoughts on what might be of interest to our members and could be implemented for little additional effort. Whatever ideas you might have, please let us know about them. Perhaps it involves what we are posting on Facebook. Social media is the rage

right now; what can we do to make our Facebook displays better? Better content, or more detail, let us know. Should we be changing our events? We do have a varied mix; we try to keep them interesting and have our brunches and other eating events at venues that provide a quality product at a fair price. Let us know about these types of events too. Again, let us know your thoughts about both the LCOC and the Lincoln club. Call or email any one of our club directors. We will listen to you. We need to increase the value of both

clubs to our membership, and we need to do that soon. It is interesting to note that the Studebaker Drivers Club has about 7000 members, and we have not had any new Studebakers since around 1964. Last time I heard, Lincoln was still building vehicles, yes, OK, not cars, but quality SUVs. And over the years, there have been probably more Lincolns turned out than Studebakers. So, what is the magic that attracts people to join the Studebaker club like moths to flames? We have 330 million people in the United States. How do we get more of them to

join the LCOC and the North Star region? It is not an impossible task; we just have to have the right mindset to be able to figure it out.

We have another eating event coming up toward the middle of April. It will be at Dehn's Country Manor in Maple Grove. More about this toward the end of the newsletter. Please come and join us and help celebrate the end of winter. See you there.

If you are needing a new or newer model car, please stop by and visit our good friends at Lincoln of Bloomington. Not only do they have Lincolns, but a lot of other different cars in all price ranges. Check them out soon, perhaps they can help you out with a new model in time for the spring driving season.

Till next month, stay safe, and well.  
David and Sweet Niko, the Samoyed...



Sweet Niko is checking out the snow still covering the front lawn at 308 Brandywine. It is not fresh and soft anymore after a recent rain and freeze. It will disappear soon, Niko, and you will have fresh grass to contend with. There will be a time soon when you will be looking for shade.

*Directors Message by Bob Johnson**April 2023**(Continued from page 2)*

traditional sex symbol, Welch developed a unique film persona that made her an icon of the 1960s and 1970s. Her rise to stardom in the mid-1960s was partly credited with ending Hollywood's vigorous promotion of the blonde bombshell.

**Early life** - Welch was born Jo Raquel Tejada on September 5, 1940, in Chicago, Illinois. She was the first child of Armando Carlos Tejada Urquizo and Josephine Sarah Hall. Her father, Armando Tejada, was an aeronautical engineer from La Paz, Bolivia, son of Agustin Tejada and Raquel Urquizo. In 2010, while she was being interviewed on the talk show *Tavis Smiley*, Welch stated, "My father came from a country called Bolivia. He was of Spanish descent." Her mother, Josephine Hall, was the daughter of architect Emery Stanford Hall and his wife Clara Louise Adams; she was of English ancestry, Welch had a younger brother, James "Jim" Tejada, and a younger sister, Gayle Tejada.

The family moved from Illinois to San Diego, California, when Welch was two years old. Welch attended the Pacific Beach Presbyterian Church every Sunday with her mother. As a young girl, Welch had the desire to be a performer and entertainer. She began studying ballet at age seven, but after ten years of study, she left the art at seventeen when her instructor told her she did not have the right body type for professional ballet companies. At age 14, she

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home and be bored to tears.

Well, this seems to be one of the worst winters that we have had in some time; in actuality, it probably is not the case. It will go down as the seventh or eighth snowiness, and most of us still have rather high snowbanks in our yards as evidence of that.

As I write my column, I'm told that the official start of spring is three days away. However, we still have over a foot of snow on the ground, and it is cold, 8 degrees, and windy, 20 mph. On the great side of what is going on, at our March Board Meeting, I presented Dave Gustafson with the 2022 LCOC Master Editor Award for doing our North Star News Newsletter. We have one of the best region or chapter newsletters anywhere in the old car hobby. Dave has been passionately doing this for over 20 years, 23 years this June to be exact. But we need you to give Dave your write-up about your car in a Pride and Joy format; it can be typed and mailed, emailed, or personally delivered. Just do it now to help Dave keep up the great work he has done all these years.

Our April Sunday Brunch is on April 16 at Dehn's County Manor, 11281 Fernbrook Lane N, Maple Grove, Minnesota, at 11:30 a.m. They have a selected menu. Please RSVP to Bob Johnson by Thursday, April 13; if you can attend, call 651-257-1715 or email [arborbob41@aol.com](mailto:arborbob41@aol.com). Operators will be standing by, awaiting your call.

Dave and Tammy Heeren are in final the stages and doing the final editing to complete the 2023 North Star Region directory with or without your picture in it. We might have some sample directories at Dehn's Sunday brunch on April 16 for your viewing.

Our Facebook presence continues to grow, with likes of over 1100. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook. We are posting our North Star Region Car Show Flyers on Facebook to let other Lincoln Owners know about our car shows and help gain attendance to car shows. Please use our correct Facebook page, which is **North Star Lincoln Continental Car Club**

We have over 60% of our North Star annual membership renewals back. Please send in your North Star Membership renewal now, so we know you will be a member again in our North Star region. This renewal is separate from the LCOC annual membership, but both need to be done each year.

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 10th Gen Continental

*(Continued from page 1)*

the MKZ or the Continental. For Lincoln, it was easier to rebrand Ford SUVs, jazz up the trim levels, and sell them as Corsairs, Nautilus, Aviators, and Navigators. SUVs are selling, so why work harder to sell Continentals? Lincoln went for the low-hanging fruit.

I am somewhat biased in that I own a 2017 Continental. It is, by far, one of the best vehicles ever produced by Lincoln over its 100-year history. Yes, I know that the Mark series was well-loved, along with the Town Cars, over the years. I will go as far as to say that most people were very happy with the Lincolns that they owned at the time and that a lot of them returned customers until such time as they could no longer get behind the steering wheel. It is also interesting to note that the Continental and Zephyr nameplates are still being sold in China. In a country of over 330 million people, it seems odd that we cannot figure out just how to sell a mix of 100,000 Zephyrs and Continentals. And now, a little more about the tenth generation and last of the Continentals.

The **Lincoln Continental** is a series of mid-sized and full-sized luxury cars produced by Lincoln, a division of the American automaker Ford Motor Company. The model line was introduced following the construction of a personal vehicle for Edsel Ford, who commissioned a coachbuilt 1939 Lincoln-Zephyr convertible, developed as a vacation vehicle to attract potential Lincoln buyers. In what would give the model line its name, the exterior was given European "continental" styling elements, including a rear-mounted spare tire.

In production for over 55 years across nine different decades, Lincoln has produced ten generations of the Continental. With-

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The most powerful engine in Lincoln history. The 3.0 liter 400 horsepower twin-turbocharged motor residing in the engine bay of this Lincoln Continental.

# Northstar Monthly Board Meeting Minutes

March 2, 2023

## BOARD OF DIRECTOR'S MEETING

The meeting was called to order at Bloomington Lincoln by Regional Director Bob Johnson at 6:35 p.m.

Board members attending the meeting were Bob Johnson, Dave Gustafson, Tina Zimple, Chris Struble Matt Foley, and Dave Heeren. The Board members not present were Bob Roth, Tom Brace, Ernie Christensen, Jay White, Matt, and Jeff Eisenberg. Visitors present were Mary Johnson and Niko, the Samoyed. The minutes of the previous meeting and the agenda of this meeting were approved.

### Director Reports:

Coronavirus COVID-19 status. The club and members continue to exercise caution.

Our next activity will be a Sunday Buffet March 12, 2023, at the Machine Shed in Lake Elmo at 11:30 a.m.

Bob Roth has coordinated our event to be held Sunday, August 27, 2023, at Cheshire Park, 14440 Cheshire Pkwy, Minnetonka.

David Gustafson, 2023 LCOC Resolution honoring him and winner again as 2022 Master Editor for the North Star News. Dave was recognized with a plaque for his expertise and dedication to the club.

Matt Foley gave an overview of the Club's actual expense report. Matt foley reports that we have currently \$5178.86 in the treasury with all bills paid.

Jay White, [Facebook](#) now has over 1100 likes.

Membership and Publications: Dave provided an update on the 2023 North Star Region Membership renewals. NEED "My Pride & Joy" and other interesting material for the newsletter.

Dave Hereen gave an update on the Club Directory.      The list of members is being verified; the new photo layout was well received.

The meeting adjourned at 7:34 p.m.

The next Meeting is to be held at ---Bloomington Lincoln Thursday, April 6, at 6:30 p.m.

Respectfully submitted by Chris Struble

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won beauty titles as Miss Photogenic and Miss Contour. While attending La Jolla High School she won the title of Miss La Jolla and the title of Miss San Diego — the Fairest of the Fair — at the San Diego County Fair. This long line of beauty contests eventually led to the state title of Maid of California. Her parents divorced when she finished her school years.

Welch graduated with honors from high school in 1958. Seeking an acting career, she entered San Diego State College on a theater arts scholarship, and the following year she married her high school sweetheart, James Welch. She assumed his last name and kept it throughout her life. She won several parts in local theater productions.

In 1960, Welch got a job as a weather presenter at KFMB, a local San Diego television station. Because her family life and television duties were so demanding she decided to give up her drama classes. After her separation from James Welch, she moved with her two children to Dallas, Texas, where she made a "precarious living" as a model for Neiman Marcus and as a cocktail waitress.

### **Career - 1963-1966**

Welch initially intended to move to New York City from Dallas, but moved back to Los Angeles in 1963 and started

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## The Last of the Continentals...

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applying for roles with film studios. During this period, she met a one-time child actor and Hollywood agent Patrick Curtis who became her personal and business manager. They developed a plan to turn Welch into a sex symbol. To avoid typecasting as a Latina, he convinced her to use her husband's last name. She was cast in small roles in two films, *A House Is Not a Home* (1964) and the musical *Roustabout* (1964), an Elvis Presley film. She also landed small roles on the television series *Bewitched*, *McHale's Navy* and *The Virginian* and appeared on the weekly variety series *The Hollywood Palace* as a billboard girl and presenter. She was one of many actresses who auditioned for the role of Mary Ann Summers on the television series *Gilligan's Island*.

Welch's first featured role was in the beach film *A Swingin' Summer* (1965). That same year, she won the Deb Star while her photo in a *Life* magazine layout called "The End of the Great Girl Drought!" created a buzz around town. She was strongly considered for the role of Domino in *Thunderball* and was also noticed by the wife of producer Saul David, who recommended her to 20th Century Fox, where with the help of Curtis she landed a contract. She agreed to a

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in the Lincoln model line, the Continental has served several roles ranging from its flagship to its base-trim sedan. From 1961 to 1976, Lincoln sold the Continental as its exclusive model line. The model line has also gone on hiatus three times. From 1949 to 1955, the nameplate was briefly retired. In 1981, the Continental was renamed the Lincoln Town Car to accommodate the 1982 seventh-generation Continental. After 2002, the Continental was retired, largely replaced by the Lincoln MKS in 2009; in 2017, the tenth-generation Continental replaced the MKS.

As part of its entry into full-scale production, the first-generation Continental was the progenitor of an entirely new automotive segment, the personal luxury car. Following World War II, the segment evolved into coupes and convertibles larger than sports cars and grand touring cars with an emphasis on features, styling, and comfort over performance and handling. From 1956 to 1957, the Continental nameplate was the namesake of the short-lived Continental Division, marketing the 1956–1957 Continental Mark II as the worldwide flagship of Ford Motor Company; as a second successor, Ford introduced the Continental Mark series in 1969, produced over six generations to 1998.

Along with the creation of the personal luxury car segment, the Lincoln Continental marked the zenith of several designs in American automotive history. The Continental is the final American vehicle line with a factory-produced V12 engine (1948), the final four-door convertible (1967), and the final model line to undergo downsizing (for the 1980 model year).

American production of the Continental and MKZ, its only two sedans, ended in 2020, thereby making Lincoln a crossover/SUV-only brand in the USA. After it was discontinued in Lincoln's home market, Ford indicated that it planned to move Continental production to China.

In the fall of 2016, after a fourteen-year hiatus, the tenth-generation Continental went on sale. Previewed by a namesake concept car at the 2015 New York Auto Show, the 2017 Lincoln Continental is the successor of the Lincoln MKS. The Continental was manufactured in Flat Rock, Michigan, alongside the Ford Mustang. This was the first Continental generation since 1958 that was not assembled

at the Ford Motor Company Wixom Assembly Plant.

Production of the Continental ended on October 30, 2020, with no immediate plans for a replacement in the full-size sedan segment.



The very nice appearing dash of the Continental. Everything is within easy reach of the driver. Note the vertical gearshift selector, just to the right of the steering wheel.

**Chassis** - The tenth-generation Lincoln Continental is based on the Ford CD4 platform. Shared with the Ford Fusion (Mondeo) and Lincoln MKZ, the Continental shares an extended-wheelbase CD4 chassis with the seventh-generation Ford Taurus. At 117.9 inches (5.7 inches longer than the Fusion/MKZ), the Continental is the longest-wheelbase Lincoln sedan produced since 1979, with the exception of the long-wheelbase L Town Cars. While front-wheel drive is standard, this generation marks the first use of all-wheel drive on a Lincoln Continental, but depending on trim, all-wheel drive is either optional or standard equipment.

While sharing its fundamental chassis underpinnings with the Lincoln MKZ, the Continental is powered exclusively by V6 engines. As a standard engine, a 305 hp 3.7L Ti-VCT V6 is shared with the MKZ and MKS. As an option, a 335 hp 2.7L twin-turbocharged V6 is available, shared with the Lincoln MKX. At the top of the engine lineup, the Continental is fitted with a 400 hp 3.0L twin-turbocharged V6; exclusive to the Continental and MKZ, the 3.0L engine is the highest-horsepower engine ever fitted to a production Lincoln car (Navigator SUV is available with 450 hp 3.5L twin-turbo V6). All three engines are paired with a six-speed automatic transmission. When fitted with the 3.0L engine, all-wheel drive (with torque vectoring) is standard equipment.

**Body** - The tenth-generation Continental

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## More of the Last of the Continentals

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 seven-year nonexclusive contract, five pictures over the next five years, and two floaters. Studio executives talked about changing her name to "Debbie". They thought "Raquel" would be hard to pronounce. She refused their request. She wanted her real name, so she stuck with "Raquel Welch". After screen testing for Saul David's *Our Man Flint*<sup>#281</sup>, she was cast in a leading role in David's sci-fi film *Fantastic Voyage* (1966), in which she portrayed a member of a medical team that is miniaturized and injected into the body of an injured scientist with the mission to save his life. The film was a hit and made her a star.

**International stardom -** Her first starring vehicle, the British Modesty Blaise-style spy film *Fathom* (1967), was filmed in Spain for 20th Century Fox. Second unit director Peter Medak said Welch "was at that time quite inexperienced, exactly like one of those American drum majorettes. But she tried very hard and went to see the rushes each day, gradually improving. 'Who's this dumb broad?' people used to say. But I said: 'You wait. I'll bet she makes it.' I liked her very much because she was such a genuine person. And she had a beautiful body which always helps." Welch said her role was "a blown up Barbie doll".

In 1968, Welch appeared with Frank Sinatra in the detective film *Lady in Ce-*

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 introduced a new front-end design theme for the Lincoln division, shifting from the previous "bird-in-flight" split grille to a slightly recessed rectangular design. Standard equipment includes electrically latched doors (marketed as "E-Latch"), which also pulls the door closed. Interior door panels use a button near the door pull handle to unlatch the door; on the outside, the exterior door pulls are integrated into the beltline window trim, reminiscent of the third-generation Ford Thunderbird.



Continental touch screen control center displaying multiple adjustments possible for front seat passengers. Note the "start" button to the far left and the vertical pushbutton "gear shift" selector to the immediate left of the control screen.

In place of a console or column-mounted transmission shifter, control of the transmission was changed to "PRNDS" buttons mounted to the left of the infotainment/navigation touch screen. "S" represents "Sport mode", where the suspension, power steering, and transmission shifting are programmed for more spirited driving. While largely done in an effort to increase center console space, the layout is a similar approach to the Mercury, Chrysler, and Packard designs of the mid-1950s (though the Continental is also fitted with paddle shifters as standard equipment). As an option, the Continental is available with either 13 or 19-speaker audio systems from the "Revel" division of Harman, distinguished by aluminum speaker grilles in the door panels. As with the Lincoln MKS, the Continental is fitted with adaptive cruise control and lane-keeping technology; as an option, the Continental offers a 360-degree camera system to produce a "virtual overhead view" of the vehicle.

**Trim** - The Continental was offered in three standard trims, Premiere, Select, and Reserve — as well as a flagship *Black Label* trim. Bridge of Weir "Deepsoft" leather is used for upper-level trim (Select and Reserve). For its flagship *Black Label* trim level, vehicles have specially coordinated exterior, and interior appearance packages, including Chalet, Thoroughbred, and Rhapsody Blue (exclusive to the Continental), the latter including blue leather-appointed seats, Alcantara synthetic suede, shearling carpets, mesh, and aluminized fiberglass accents.

Continental chief engineer, Michael Ce-lentino noted the difficulty of executing the blue interior: "Blue is a color on a knife edge; it has elements of green and red that are incredibly difficult to match on all the materials in an interior, especially when you consider the differing grain and gloss of materials ranging from the seats to the dashboard to the headliner. If you're not careful, blue will 'flop' and look like those other colors when the light hits it from some angles. Ford designers ultimately gave a specific mix of hues to its colorant supplier: "with other colors, that supplier would tell parts makers what hue to mix to get the right result, but Rhapsody is so demanding that Ford shipped the completed mix to each supplier to get an identical shade on seats, plastic, carpet, dash, console, doors, and headliner."

Lincoln design director David Woodhouse says. "Blue was Lincoln's iconic color. The Ford family always had dark blue Continentals. MGM had a special blue created to match Liz Taylor's eyes and gave her a car that color."



No shortage of leather-covered surfaces inside the passenger area of the Continental. It looks warm and feels inviting, as a fine luxury automobile should.

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*ment, a sequel to the film Tony Rome (1967). She played the socialite Kit Forrest, the romantic interest of Tony Rome. Welch later said wittily that she caught the film from time to time and realized only later that Kit Forrest was an alcoholic: "I'm watching this movie and I'm thinking, "What the hell has she got on?" At one point, I had this epiphany: 'Oh, she's an alcoholic!' I didn't know that. How could I miss that?" She reportedly was so smitten with Sinatra that she forgot to act: "I think I was just so enamored with Frank Sinatra, you know. He's hypnotic."*

*Welch starred as a freedom fighter leader in 100 Rifles, a 1969 western directed by Tom Gries and filmed in Almeria, Spain. It also starred Jim Brown, Burt Reynolds, and Fernando Lamas. The film provoked publicity and controversy at the time because it included a love scene between Welch and Brown that breached Hollywood's taboo against onscreen interracial intimacy. The film is remembered for the spectacular "Shower Scene" in which Welch distracts the soldiers on the train by taking a shower at a water tower along the tracks.*

*Her looks and fame led Playboy to dub her the "Most Desired Woman" of the 1970s. Welch presented at the Academy Awards ceremony several times during the 1970s due to her popularity. She accepted the Best Supporting Actress Oscar on behalf of fellow*

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## More Continental

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The 80th Anniversary Coach Door Edition. This is what a Lincoln should be!

### Special editions - 80th Anniversary Coach Door Edition (2019)

- To commemorate the 80th anniversary of the 1939 Lincoln Continental of Edsel Ford, Lincoln introduced a Coach Door Edition of the Continental. The first Lincoln since the 1969 Continental to feature rear-hinged passenger doors, the vehicle is assembled as a standard Continental by Flat Rock Assembly. Final assembly is completed by Cabot Coach Builders, a Massachusetts-based Ford QVM (Qualified Vehicle Modifier); the company performs a six-inch wheelbase extension (to fit the longer rear-hinged doors) with frame reinforcements. The rear seat is reconfigured for a two-passenger seat with a full-length center console.

For the 2019 model year, 80 examples of the 80th Anniversary Coach Door Edition were produced and sold exclusively in the United States. The first Lincoln vehicle with a base price over \$100,000, all coach-door Continentals are Black Label trim with all-wheel drive and the 400 hp 3.0T twin-turbocharged V6 powertrain.

**Coach Door Edition (2020)** - For 2020, approximately 150 non-commemorative versions of the Coach Door Edition were produced. Like the 2019 80th Anniversary Coach Door Edition, all were Black Label trim with all-wheel-drive and powered by the 400 hp 3.0T twin-turbocharged V6.

### Tenth Generation Continental Sales

Calendar Year	Nr Sold
2016	5,261
2017	10,012
2018	8,758
2019	6,586
2020	5,262
2021	1,460

## March Brunch

Twenty-four North Star Region Members came out on another wintery March day to attend a Sunday brunch buffet at the Machine Shed in Lake Elmo this past March 12, 2023. It was the first time in three years that they were able to go to the Machine Shed; due to them not having enough staffing to open their restaurant for weekend hours. We had the same room as before but with a new table layout, which seemed to improve the ability to converse easier. They still have very good food and great service, but the prices have increased. It still made for a great dining experience. It was nice to see the fellowship with our members talking about getting their Lincolns out for the summer driving time.



Enjoying Sunday brunch.. Dave Sandels, Tom Brace, Brian Carlson, Stef Bailis, Gunta Brace, and Bob Gavrilesco.

Dave Heeren took pictures of all persons attending. New member, Ralph Engel was unable to make the trip because of the snow and wind in western Minnesota, and Don and Donna Peterson had the same problem coming up from Winona.



Jeanine Nelson, Sharon Flick, Mary Johnson

Members who attended were surprised at how good the roads were in the Twin City area, and they were; Ray and Jeanine Nelson, Dave Heeren, Art and Mary Monson, Bob and Mary Johnson, Dave Gustafson, Matt, Katie, Margaret and David Foley, Tom and Gunta Brace, Dave Sandels, Bob Gavrilesco, Tina Zimpel, Ernie Christensen, Karl and Sharon Flick, Stef Bailis, Brian Carlson and Bruce and Pamela Wylie.

Our next event will be at Dehn's Country Manor in April. Information elsewhere in this newsletter.



## First Impressions - The 2017 Continental

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actress Goldie Hawn when Hawn could not be there to accept it.

On April 26, 1970, CBS released her television special *Raquel!* On the day of the premiere, the show received a 51 percent share on the National ARB Ratings and an overnight New York Nielsen rating of 58 percent share. Also that year Welch starred in *The Beloved*, which she coproduced and filmed in Cyprus.

In 1972, Welch starred in the film *Kansas City Bomber*, in which she played a single mother and roller derby star striving to balance her personal life and her professional ambitions. She also had a cameo in *Bluebeard*. Welch's performance in *Kansas City Bomber* garnered attention, with *Life* magazine referring to her as the "hottest thing on wheels". However, production was halted for six weeks when Welch broke her wrist while performing some of her own stunts.

In 1973, Welch acted in two films: *The Last of Sheila* and *The Three Musketeers*. The following year, she appeared in *The Four Musketeers*. In 1975, Welch appeared in *The Wild Party* and also performed a duet with Cher, singing "I'm a Woman" on an episode of *The Cher Show*.

In 1977, Welch acted in the French film *Animal*, co-starring with Jean-Paul Belmondo. She also starred in the British adventure film *The Prince and the Pauper*. Welch made a

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By Aaron Robinson, October 27, 2016. from the internet.



2017 Continental at speed

Lincoln believes there is a portion of the luxury sedan segment that is not planning to lap *die Nordschleife* in under seven minutes. They're not even going to attend an auto-cross. These customers, Lincoln believes, might spend their *entire ownership* in the bucolic splendor of suburbia and be perfectly happy. Who are these people? Lincoln Continental buyers. Or at least Lincoln hopes so. "There's a segment of the market that is undeserved," said Lincoln marketing specialist Eric Turner. "The majority of competitors in this class are going after what we call the 'sporty cockpit.' We found people are tired of that."

What does that mean? Turner described a realtor who bought a competitive luxury sedan.

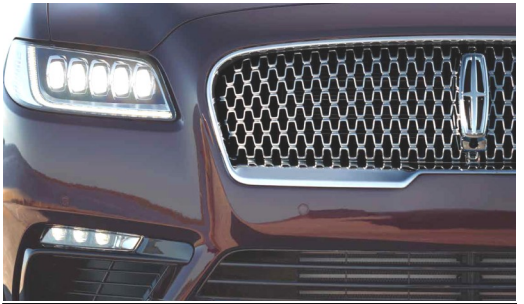
"He came back to the dealer and said, 'Do you offer this in something a little more comfortable? I'm taking clients around, and they're banging over bumps.'"

Well, competitors aren't *that* harsh, but most do have a performance bent to them. Lincoln is aiming for the other side of the luxury performance equation: comfort. Specifically, comfort, elegance, and effortlessness are three words Lincoln kept using during our day with them. The words do sound soothing.

You might be compelled to nap in the Continental's Venetian leather seats, too. The driver's seat is 30-way adjustable. We didn't know our carcass adjusted 30 ways. There are 19 speakers in our top-of-the-line Black Label model with Revel Ultima sound by Harman Kardon. Many of the speakers come with drilled metal speaker covers. And there's Alcantara headliner, Silverwood design-crafted wood trim and two monster sunroofs that open up just about the entire ceiling area to

sunlight on our range-topping Black Label model outfitted with what's called "The Chalet" interior. "It's inspired by skiing," said Turner. "Like in the Alps."

Lincoln wants you to think of three words when you think of the Continental: elegant, serene, and effortless. At least, we think those were the three. For the most part, yeah, that's what it felt like to drive, though maybe not as cloud-like as all that. The idea is that it's not a performance sedan lapping the Nurburgring but a comfortable place to spend some time while you're getting somewhere.



The handsome grille and unique LED headlights make the Continental very special.

The exterior is also all-new. It's not what you'd call striking. It takes a more low-key approach to exterior design. There is a sort-of Jaguar-looking grille and pronounced door handles, but if it wasn't for the Lincoln logo on the grille, you might not immediately grasp what exactly the car was. It's not like the Lincoln Continental concept shown at the LA auto show in 2002. That was a *real* Lincoln, with styling cues going all the way back to the Kennedy Administration. We loved it, and it ruined us for any future Lincoln. Why didn't they build that and make Lincoln cool again? Who knows...

What does it ride on? Is it another variation of the seemingly infinitely variable Ford Fusion platform? We asked chief engineer Mike Celentino this simple question and found that if you really want to get an engineer riled, it's a good question to ask. "What do you call a *platform*?" Celentino shot back, perhaps with a little too much emphasis on the word *platform*. He seemed almost ready to forget his hours and hours of tedious media training and maybe whack us with a hockey stick.

For the uninitiated, a platform is a basic chassis under the bodywork. "From the back

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## The 2017 Continental First Impressions

(Continued from page 9)

guest appearance on *The Muppet Show* around 1978, where she sang "I'm a Woman" with Miss Piggy.

**Television** - In 1982, Welch starred in the Western television film *The Legend of Walks Far Woman*. Billed as her "first TV movie dramatic debut", Welch played a 19th-century Native American woman in Montana. In the summer of 1982, Welch was among the candidates considered for the role of Alexis Carrington on the ABC primetime drama *Dynasty*, along with Elizabeth Taylor and Sophia Loren, before the producers settled on Joan Collins.

Welch starred in the television films *Scandal in a Small Town* (1988), *Trouble in Paradise* (1989), and *Torch Song* (1993). In 1995, she was a guest star in *Lois and Clark: The New Adventures of Superman*. In the Season 2 episode "Top Copy", Welch played a television reporter and assassin who threatens to expose Clark's identity as Superman.

In 1996, Welch joined the cast of the night-time soap opera *Central Park West*, after CBS had already slated it for cancellation, as creator Darren Star made a final attempt to save the show by boosting its ratings late in its first season. She was a guest star on the American comedy series *Sabrina, the Teenage Witch* (1997), playing Sabrina's flamboyant Aunt Vesta from the realm called the Pleasuredome.

More recently Welch ap-

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of the seat, rearward is *all-new!*" Celentino stated firmly. And from the back of the seats forward? "There are some similarities." With the Fusion? "With several cars!" One being the Fusion? "The track is unique! ...the lower suspension arms are unique! ...the...the..." So the upshot here is: it's not a Fusion, okay? Except for the front part of the floor pan or something, somewhere west of one of the seat backs.



The Continental features special "E latches" on each door. Squeezing the door handle actuates a switch, which in turn causes an electric motor to open the door. Push buttons on the inside take the place of traditional door handles.

The wheelbase is a lengthy and luxurious 117.9 inches, the overall length 201.4 inches (almost 17 feet), and there is hip, leg, and elbow room fitting a luxury American car. Moving the two-plus-ton machine around falls to your choice of three engines: a 335-hp 2.7-liter turbo, 305-hp 3.7-liter V6, or the powerful 400-hp 3.0-liter twin-turbo V6 that was on our Black Label press cruiser. Lincoln says the 3.0-liter twin-turbo is new and made just for the Continental, at least at first. Later it'll go into other Lincolns and maybe even other Fords.

All three engines send power through a six-speed automatic with steering-wheel-mounted shift buttons. The all-wheel-drive system is similar to that on the Focus RS, with an open rear differential flanked by clutch packs on the half shafts that can send all their torque to whichever rear wheel needs it most. If there's no slip, then the power goes only to the front wheels. Suspension in front is MacPherson struts, while the rear is an integral link with coil springs. Shocks front and rear feature Continuously Controlled Damp-

ing. The Adaptive Steering is electric with variable ratios, though no one seemed to know the range of those ratios, and by the time we thought to ask, we'd lost track of Celentino.

The interior is comfortable, quiet, and elegant, says Lincoln. The infotainment interface did not drive us crazy. Not too crazy. Not more than we already were.



For the ultimate in comfort, the rear seat passengers have the ability to control temperatures and blower speeds.

**What's It Like To Drive?** - The first thing we noticed - and liked - was the driver's seat. Lincoln says it's "inspired by private jets and high-end office furniture." Well, we've been in private jets and we're sitting in (low-end) office furniture right now, and we can tell you it's nothing like the 30-way adjustable driver's seat in the Continental. The Lincoln is much nicer. If you can't find a comfortable position in this rig, you're Quasimodo. Though we suspect even he could find a proper fit.

The second thing you notice is the Adaptive Steering. Right out of the parking lot, you think, "Gack! What is this?" But we said the same thing when we first drove the BMW adaptive system years ago. You're not used to changing ratios in your steering, your brain tells you, and it feels weird. Even at higher speeds going through corners, your brain has to adjust. Once you get used to it, though, it feels perfectly fine, if a little over-boosted most of the time.

The brake pedal feel is supposed to be "linear," that's what the marketing guy prom-

(Continued on page 11)

## More First Impressions...

(Continued from page 10)

peared in a sitcom titled *Date My Dad* (2017) where she reunited with Robert Wagner on screen, four decades after starring together in *The Biggest Bundle of Them All*. **Film** - Welch was due to star in a 1982 adaptation of John Steinbeck's *Cannery Row*, but was abruptly fired by the producers a few weeks into production. The studio claimed she was not living up to her contract, by refusing early-morning rehearsals, and was replaced with Debra Winger. Welch sued MGM for breach of contract. Studio executives claimed in testimony the reason Welch was following through with the trial was that she was an actress over 40 and generally actresses in that age range cannot get roles anymore. Welch's evidence at trial proved there was a conspiracy to falsely blame her for the film's budget problems and delays. The jury sided with Welch and she won a \$10.8 million verdict against MGM in 1986. In 1994, Welch had a cameo appearance in *Naked Gun 33+1/3: The Final Insult*, in the scene where Leslie Nielsen's character crashes the Academy Awards. In 2001, she had a cameo in the comedy film *Legally Blonde* with Reese Witherspoon, playing a wealthy ex-wife in court. Also that year, Welch appeared in *Tortilla Soup*, a family comedy-drama inspired by Ang Lee's *Eat Drink Man Woman*, playing Hortensia, a domineering

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ised. Likewise, the gas pedal. Instead, both felt touchy at first and only got a little better with use. Maybe with a longer drive or a longer loan, we'd get fully used to them, but a day's drive wasn't enough to change our original impression.



Continental's front dash and passenger compartment. All controls are within easy reach of the driver.

There are three drive modes available as well as an S button on the push-button shifter, right under the D, that stood, we assume, for sport. We never warmed up to the S button or the touchier steering and higher-rev shifting it invoked. Just like the Infiniti Q60 we drove a few weeks ago, leave it in default mode, and you get the best-engineered and best-balanced driving experience. And that experience is indeed "elegant." Or "serene." Or "mellifluous" or whatever the three words are we're supposed to use to describe the Continental.

On twisty, narrow two-lanes, it feels large and a little heavy, but it still holds on well and doesn't flop around on the door handles like Lincolns of old. It has what you could call "handling," and it isn't bad. It isn't as good as the competitors Lincoln lists like the Audi A6, BMW 5, Mercedes E, and Cadillac CTS, all of which have luxury performance pretensions. But it passes its handling test with an acceptable grade.

**Do I Want It?** - We are glad there's a car in this segment making its compromises on the side of luxury instead of pretending to be a two-and-a-half-ton sports car. We would be perfectly happy to drive a Continental to SEMA next week, for instance, then cruise the strip in it. People in Vegas would appreciate this big Lincoln, and we could pack five of the suckers in here and show them a real good time in that town. We were thinking the whole time we were driving it that we'd be perfectly happy having this as a daily driver for the rest of our natural lives if only we had

\$78,510 and a slightly larger driveway.



Coming or going, the Continental is one great looking automobile.

Is it worth \$78,510 as-equipped (the base model is \$45,485)? Well, that's out of our demographic. But if given a choice in the luxury segment, we just might recommend this to buyers who can be honest about their driving needs and comfort preferences. Problem is buyers in this segment are often making choices based on how much they'll impress the neighbors. Celentino says buyers aren't that shallow. We beg to differ. But we liked the VW Phaeton, too, so take that into consideration before you follow our recommendation for the Continental.



### Vehicle Model Information

BASE PRICE: \$45,485

AS TESTED PRICE: \$78,510

POWERTRAIN: 3.0-liter, twin-turbo V6, six-speed automatic, All Wheel Drive

OUTPUT: 400 hp @ 4,750 rpm, 400 lb-ft @ 2,750 (93 octane)

CURB WEIGHT: 4,224

FUEL ECONOMY: 16/24/19 mpg

PROS: A true luxury car with a subtle exterior

CONS: Sport mode is a little twitchy

## Bob Johnson's New Adventure

*(Continued from page 11)*

mother determined to marry the master chef who thinks he is losing his sense of smell and taste.

Welch starred in *Forget About It* (2006), a romantic comedy in which Burt Reynolds, Robert Loggia, and Charles Durning competed for her affection.

*Achievements and awards* - In 1975, Welch won a Golden Globe Award for Best Motion Picture Actress in a Musical or Comedy for *The Three Musketeers*. In 1996, Welch received a star on the Hollywood Walk of Fame at 7021 Hollywood Boulevard. In 2001, she was awarded the Imagen Foundation Lifetime Achievement Award for her positive promotion of Americans of Latin heritage throughout her career. In 2012, the Film Society of Lincoln Center presented a special retrospective of the films of Welch at the Walter Reade Theater.

**Personal life** - Welch married her high school sweetheart, James Welch, on May 8, 1959. They had two children: Damon (born November 6, 1959) and Tahnee (born December 26, 1961). The couple separated in 1962 and divorced in 1964; she retained Welch's last name until her death.

She married producer Patrick Curtis on Valentine's Day 1967, and divorced him in 1972. During the shooting of *100 Rifles in Spain* in 1968, Welch had an extramarital affair

*(Continued on page 13)*

Bob Johnson and his wife, Mary, have decided that it may be time to become involved in some new activities. With a long interest in attending car shows, they wanted to do something that could provide added value when spending a day at their favorite shows and meets.



Look for the Oscar Meyer Weinermobile with Bob Johnson behind the wheel sometime this spring.

While reading various articles online, he came across an interesting story about the beloved Oscar Meyer Weinermobiles. All at once an idea flashed in his mind. Why not try to make arrangements with Oscar Meyer to furnish Mary and I with one of these magnificent Weinermobiles that we can drive to various car shows around the Midwest, making new friends and promoting the Oscar Meyer brand.



Bob jumped on the phone, and after about two days, he finally reached someone in high authority at the Meyer company. After several hours of happy talk, the framework of a possible new venture between Oscar Meyer and Bob Johnson was starting to take some semblance of order.

A couple of weeks passed, and Bob Johnson was contacted by a VP of public relations at Meyer's who said that they indeed have a spare Weinermobile in long term-storage which could be made availa-

ble. It was not in perfect order and needed some mechanical refurbishment to put it into good running order. Bob reached out to one of our members who is somewhat of a mechanical whiz. Advice was given to basically strip out all of the old mechanical systems, and replace them with newer Ford and Lincoln parts to improve drivability, creature comfort and reliability. Power would be supplied by a Ford 5-liter engine, one of the best running motors ever produced. A lot of Mustang mechanical parts would also go into the mix. This old Weinermobile would turn into one sweet driving machine. The Meyer company gave the go ahead on the project.



The inside of the Weinermobile features comfortable airplane type seating and all the amenities found in an expensive automobile.

The Weinermobile is not a small vehicle. In the rear there is a small compartment where two people can spend a night in reasonable comfort. There is also a small lavatory to take care of personal needs. It can be driven in good comfort all day long in search of car meets and shows that are scattered around the country, and at highway speeds. So why is Bob doing this? He likes to attend car shows and the Weinermobile will provide a lot of excitement and interest in whatever shows that it will go to. In select areas, it will make hot dogs and soft drinks available for those folks attending the shows. Bob will also spend time promoting car shows and the LCOC club, handing out literature. Overall, it sounds like a win-win for all concerned.

Look for Bob and Mary with the Weinermobile at a show near you beginning **April first.**

OH, I WISH I WERE AN OSCAR MAYER WIENER,  
THAT IS WHAT I'D TRULY LIKE TO BE,  
'CAUSE IF I WERE AN OSCAR MAYER WIENER,  
EVERYONE WOULD BE IN LOVE WITH ME.

## The Grey Ghost, driven everywhere.

(Continued from page 12)

with Spanish actor Sancho Gracia, who had a small role in the film. Welch's husband, upon finding out about the affair, chased Gracia at gunpoint through the hotel where they were staying in Aguadulce. Welch also had an affair with another Spanish actor, Aldo Sambrell, during the shooting. Boyfriends in the 1970s included football player Joe Namath, producer Robert Evans and comedian Freddie Prinze.

On July 5, 1980, she married producer André Weinfeld. In early February 1983, while vacationing in Mustique, Welch suffered a miscarriage at three months pregnant. Her marriage to Weinfeld ended in 1990.

In 1996, after keeping a low romantic profile for several years, she dated former British boxing champion Gary Stretch, who was younger than both of Welch's children.

Welch wed Richie Palmer, owner of Mulberry Street Pizzeria, on July 17, 1999, at her home in Beverly Hills. Palmer, who had one son from a previous marriage, was engaged to actress Cathy Moriarty when he met Welch at a party in October 1997. The pair separated in August 2003 and later divorced.

Following her fourth divorce, Welch said she would not remarry. Her last relationship of record, during the early-to-mid-2010s, was with American

(Continued on page 14)

At the February CCA dinner and auction, Faythe Oberg brought a collection of "dash plaques" that were collected over the years.

One for each time their 1941 Continental was shown. It is representative of many different shows from all over the United States, and one of the remarkable things is that the Continental was always driven to the various meets and shows and never transported by trailer anywhere. Harvey Oberg, to his last breath, always maintained that "Cars are made to be driven, and horses are the ones to be put on a trailer."

This, of course, is a true statement. The late 30s and early 40s, cars were driven from coast to coast when new, with, for the most part, little trouble. Sure, tire repairs were much more frequent than in today's world, and there were other issues, belts, hoses, and stuff like that. But, by and large, automobiles of that era, if properly maintained, could be just about driven anywhere and everywhere. And as Harvey Oberg truly believed, if they could do it then, they should be able to do it now.

Faythe Oberg presented the collection of dash plaques to be auctioned off. She believed

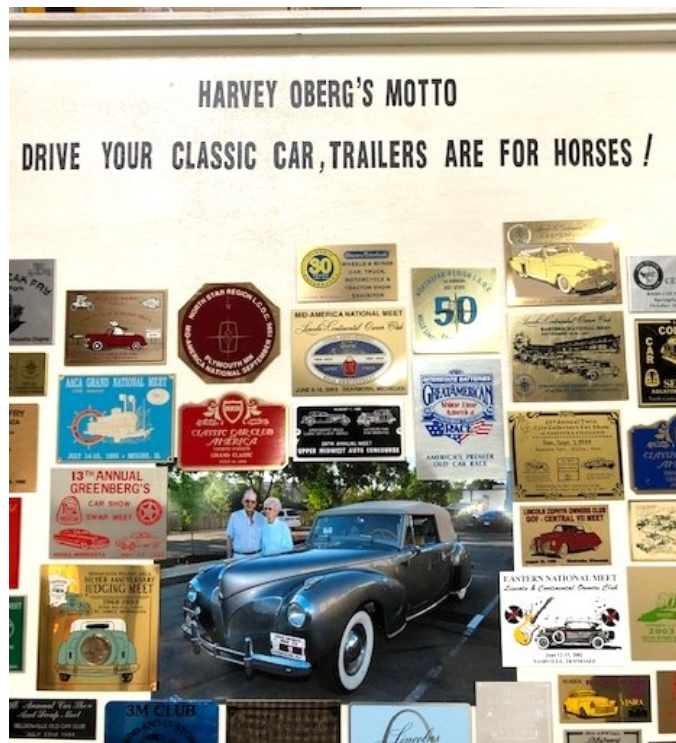
that it should go on to a new owner who would appreciate the historical significance of such a wide collection. After some bidding, Gene

Wendt of Morries Museum and an LCOC member made an acceptable bid and went home with the dash plaques.

Your editor was contacted by Gene and asked if I might have a good picture of Harvey and Faythe Oberg with their 1941. He told me that he was planning a "tribute board" with the dash plaques attached to it, along with a picture of Harvey and Faythe. Gene further said that he was planning on having the board on

display in Morries Museum. Through the good efforts of John Walcek, I was able to get Gene the picture that he needed to finish the display. The finished product looks nice and illustrates the many, many shows and meets the 1941, along with Harvey and Faythe, have attended during their many years of ownership of this very special Continental. It should be noted that the Continental always placed very high when shown and has won many prestigious awards over the years. Yes, cars can be driven to meets and make the winner's circle.

Please look for this very special piece of history the next time you visit Morries Museum.



### 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.

(Continued from page 13)

*Idol producer Nigel Lythgoe.*

**Public image** - While her image in the 1960s was that of a torrid sex temptress, Welch's private life was quite different. Welch once famously said, "What I do on the screen is not to be equated with what I do in my private life. Privately, I am understated and dislike any hoopla." She also admitted, "I was not brought up to be a sex symbol, nor is it in my nature to be one. The fact that I became one is probably the loveliest, most glamorous, and fortunate misunderstanding."

**Death** - Welch died on February 15, 2023, at her home in Los Angeles, following a brief illness. She was 82.

**Legacy** - Welch helped transform America's feminine ideal into its current state. Her beautiful looks and eroticism made her the definitive 1960s and 1970s sex icon, rather than the blonde bombshell of the late 1950s as typified by Marilyn Monroe, Jayne Mansfield, and others.

Welch became a star in the mid-1960s and was exotic, brunette, and smolderingly sexual. Her countless publicity photos helped to popularize her image, dress style, and 1960s and 1970s fashion trends. Welch and other actresses also made big hair popular.

From the internet...

## The Welcome Wagon

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



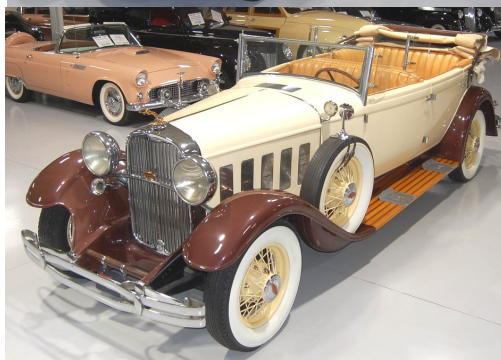
Be on the lookout for the Northstar Welcome Wagon, with Francis behind the wheel, on the hunt for new members.

Micki and I are ready for warm April showers to wash the salt off the highways and bring moisture to the May flowers. Our neighborhood flowers are a wagonload of hardy dandelions. Last month, we enjoyed Gene Wendt's beautiful 1967 Ford Country Sedan. This month, we are enjoying an awesome 1958 Buick Special Riviera Estate Wagon. All together now, OOOH... AAAH!! These were the spectacular SUVs of the '50s!

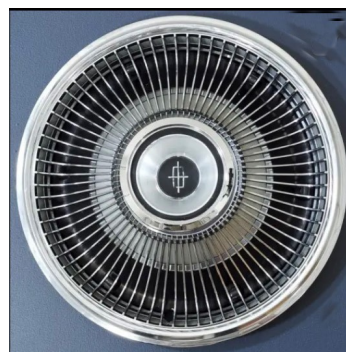
This Special Wagon is made possible by our newest North Star member **David Ribnick** who is the coo of Ellingson Motorcars, 20950 Rogers Drive, Rogers, Minnesota, [david.r@ellingsonmotorcars.com](mailto:david.r@ellingsonmotorcars.com) 763-428-7337. David is in his early 30s and VERY knowledgeable in automobile history. Many wonderful automobiles have passed through his hands at Ellingsons in the last six years that he has been there. Close to 100 quality collectible automobiles are at Ellingson Motorcars at any given time. David is always looking for quality vehicles to add to their indoor showroom. If you or someone you know has such vehicles, contact David. For his own personal car, David wants an all-black 1966 Continental Convertible in excellent condition. Lets try to find David his dream car. If you want to see many dream cars under one roof, visit Ellingson Motorcars in Rogers, Minnesota, or on their website, where all of their vehicles are described and pictured in detail. Ninety-eight percent of these vehicles are owned by Ellingsons. Quality consignments are considered. David stated:

*We're always looking for excellent quality Lincolns and Continentals, so if North Star members have or know of high-quality cars that they're looking to sell, they can definitely give us a call. Specifically, anything pre-war Lincolns, 1946-48 Lincoln Continental Convertibles, Mark IIs, and 1958-67 Lincoln Continental Convertibles. They should also keep an eye on our website [EllingsonMotorcars.com](http://EllingsonMotorcars.com) since we're always publishing new vehicles if they're interested in purchasing.*

*As I said, we love Lincolns and Continentals here and have sold many over the years. Attached are photos of some of the of Lincolns we have recently sold: (1951 Cosmopolitan Convertible, 1956 Continental Mark II, 1931 Lin-*



### Wanted



Full set of extremely nice or NOS luxury wheel covers for a 1969 Continental Sedan. Please contact John at 701-729-6839 or email [Jtrandem@gmail.com](mailto:Jtrandem@gmail.com)

# North Star LCOC events

- 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)
- 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.
- July        **Saturday, July 16, 2023**. Maple Grove Days Car Show, Breakfast 8 a.m., Car show 10 a.m. to 3 p.m.
- Saturday, July 29, 2023**. 1st Annual North Star Lincoln and American Collector Car Show. 9 a.m. to 3 p.m. All American made collector cars welcome, stock or modified. At the Blacksmith Lounge, 17205 Forest Boulevard, (Old Highway 61) Hugo, Minnesota



**SUNDAY BRUNCH**  
APRIL 16, 2023 11:30 p.m.  
11281 Fernbrook Lane North  
Maple Grove, Minnesota

We have been here before. The food is good and the service is even better. Plus, it is affordable. See you on April 16. RSVP to Bob Johnson at 651.257.1715 or email: arbor-bob41@aol.com no later than April 13, 2032. Come join us there.

**Road Trip and Car Show** at Mark Platts Collector Car Garage, Wisconsin Dells, Wisconsin. Leave the Twin Cities Friday, May 12, car show Saturday, May 13, and return home Sunday May 13. This will be a lot of fun over three days. We have hotel rooms reserved at the Ambers Inn and Suites, 1113 Broadway, Wisconsin Dells for Friday and/or Saturday night (Friday 5/12 and Saturday 5/13 at \$84.20 per night with tax included) This rate is good until April 12, 2023. Hotel phone number is 608-253-2623. Call Bob Johnson, 651.257.1715 for more detailed information and he will email you a complete pdf.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS AVAILABLE  
ON THE NORTHSTAR LCOC WEB SITE.

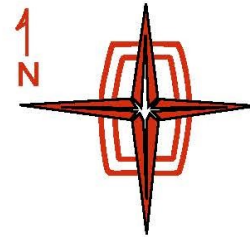
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Issues are in PDF format and may be printed on your color printer.

# The Back Page



North Star Region  
of the  
Lincoln and Continental Owners Club  
Invites you to the  
**17th Out of State Lincoln Car Show**  
**Saturday May 13, 2023 9AM to 3PM**  
**Mark Platt's Collector Car Garage**  
**301 RACE ST, WISCONSIN DELLS, WI 53965**



Welcome to our 17th Out of State Lincoln Car Show. ***This event is focused on our Lincoln brand, of any model year, stock, or modified.*** Come and share your passion with other owners of these distinctive Lincoln cars at this beautiful and unique location across the street from Mark Platt's Collector Car Garage in Wisconsin Dells, Wisconsin; food and refreshments will be provided.

The 17th Out of State car show will also be a road trip to Mark Platt's Collector Car Garage, Wisconsin Dells, Wisconsin, Friday, May 12, a two or three-day road trip (Friday and Saturday) or (Friday, Saturday, and Sunday, your choice) or just drive on your own on Saturday to the car show. We have hotel rooms reserved at the Ambers Inn and Suites, 1113 Broadway, Wisconsin Dells, for Friday and/or Saturday nights (Friday, 5/12, and Saturday, 5/13, at \$84.20 per night with tax included). This rate is good until April 12, 2023) Hotel's phone number is 608-253-2623; call now (Thursday thru Sunday)(due to winter staffing may not be answered immediately, so leave a message). The hotel is less than a mile from Mark Platt's car show area and collection.

Friday, 5/12, for Driving Tour, we will meet at McDonald's at the top of the hill on 194 in Hudson, 2411 Crest View Drive, at 10 a.m., and begin our caravan to Wisconsin Dells, arriving about 2:30 p.m. We will check in to the motel at about 3:00 p.m.

Next, we will drive to 1890 Wisconsin Dells Parkway for a river tour in the Dells Army Duck Boats. The Ducks have been one of Wisconsin Dells' most popular attractions for over 70 plus years, and they provide a sightseeing experience unlike any other. From the Duck Boat, we will get to see rock formations that are over 14,000 years old, such as Grotto Island, the Twin Ink Stands, Sugar Bowl, and Lone Rock. The 55-minute land-and-water Duck rides have been the most unique and original way to experience the Wisconsin Dells for over 70 years.

Dinner Friday night to be at a location yet to be decided.

Saturday, 5/13, The free car show will begin at 9 a.m. and will be across the street from Mark Platt's Collector Car garage.

Dinner Saturday evening will be at a location to be yet decided.

Dash plaques to first 50 Lincolns

Door prizes at awards ceremony

Awards ceremony at 2:30 p.m.

Spectators free

Best of Show awards

For sale signs OK

Top 10 Lincolns will receive awards

Peoples choice voting

Free Lunch

Register day of car show only

Sunday, 5/14, on your own. Checkout and depart on your own timetable.

For more information, call Bob Johnson at 651.587.1212