

# NORTHSTAR NEWS

## *My Pride and Joy*



### John Trandem's Black Diamond Mark IV

I remember being 19 years old and spending my time at bookstores reading (not buying) books about Lincolns. That is when I fell in love with the Diamond Jubilee Mark V and vowed to buy one when I had the money. Fortunately, I was able to do so about 2 years later, but that's another story. The other car which always had my attention was the Black Diamond Fire Metallic Mark IV. The Black Diamond Mark IV was part of the Spring Edition Luxury Group and was a late addition at the very end of the Mark IV's lifespan. I never aspired to own a Black Diamond as they are so rare a car. I didn't think I would ever see one, let alone own one! I did, however, see a beautiful example of the Black Diamond Mark IV at the 2012 Midwestern National meet in Bloomington. I knew as much as one could know about the car, but you don't really understand the car until you see it! The metallic black paint is an outstanding color and is enhanced more by the glossy black Cayman-grain vinyl top. Even having seen an example of the car, I still didn't ever think I would own one until a couple of months ago while perusing Craigslist. I clicked on an ad which indicated a triple-black Mark IV with 58,000 miles in excellent condition. The pictures weren't top-quality, so I couldn't be certain. It sure looked like Diamond-fire black, and the top looked glossier than the typical black vinyl. I determined that I needed to at least contact the owner to ask if this was, in fact, a Black Diamond Mark IV. As it turns out, the car was originally purchased in Butte, North Dakota, where it was admired by

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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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# Board Of Directors - 2015

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2017
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2016
Treasurer	Harvey Oberg	H(651)739-9754		2015
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2017
Director	Bob Roth	H(763)475-1429		2017
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2015
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net	2015
Director at Large	Dennis Owens	H(612)269-6482		2016
Director at Large	Richard Eilers	H(218)393-5747	dickido@aol.com	2016
Sunshine Secretary	Faythe Oberg	H(651)739-9754		

Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

## *Pride and Joy continued...*

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it's second owner since new. After twenty years his dream came true, and he was able to purchase the Mark IV.

Unfortunately, the second owner passed away, and the car now belonged to his daughter in Nicolette, MN, whose husband confirmed it was indeed a Black Diamond edition.



I grabbed a buddy, hooked up a trailer, and started out on the road to Nicolette. When we arrived, we were greeted by a nice fellow and his wife who shared some details about the vehicle. The car had been treated as a collectible from new and didn't appear to have ever been driven in adverse conditions. It had been undercoated by the dealer when new, and everything was intact, right down to the original Michelin spare tire on the original forged aluminum rim complete with the red goop still on the white sidewall. In addition to the original condition, the seller produced the original dealer invoice, the page out of the dealer binder detailing the Black Diamond Mark IV, and the 1976 Lincoln dealer brochure, along with a great collection of historical service/registration records which served as verification of the low mileage.

We approached the garage where the car had been stored and watched eagerly as the door went up. The back end and bumper of the car looked outstanding and I figured, based on that fact, that the rest of the car would prove exceptional as well. I was not disappointed. Save for a few chips on the front end (which have now been touched up with the correct paint) and a little lint on the seats and carpet, the car was a knockout!

It is equipped with the velour interior with patent-leather straps in a unique pattern also combining ve-

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*Trivia from the Internet*



Captain William Fawcett  
1885 - 1940

*Wilford Fawcett was born in 1885 in Brantford, Ontario, Canada, to Maria Neilson and John Fawcett, a physician. He was the third of eight children. The Fawcett family moved to North Dakota three years after Wilford's birth. Fawcett ran away from home in 1902, at age sixteen, to join the US Army. His enlistment papers described him as a ruddy-faced, brown-haired youth standing just over five-foot-five.*

*Army life suited Fawcett. He spent two years in the Philippines, serving in the Philippine-American War, where he absorbed military culture and the war stories told*

*(Continued on page 4)*

*Editors Message*

*August 2015*

For those North Star members who are making the trek over to Hickory Corners, the first week of August, it should be a fun time. The Lincoln Motor Car Museum has now been in operation for one year, and some of the first day opening problems should be fully ironed out. It should serve as a nice backdrop for the Mid America meet show day on Saturday, August 8th.

Across the street from the Lincoln Museum is the Cadillac Museum, which opened last fall. It will be fun to see their cars and exhibits, which I am sure will be nicely displayed.

Cadillac and Lincoln owned the luxury car market from the 1850's through the late 1970's. Both companies lost their way for a period of time and allowed inroads in their market by foreign competition. In the next few years, both Lincoln and Cadillac will be introducing new models that will be every bit as good as anything else in the marketplace, and at value points that will make them attractive buys for those seeking alternatives to foreign offerings.

Our North Star tour down to Sioux Falls was fun. We packed a lot into three short days. I left Burnsville a little after 9:00AM Friday morning and went diagonally across Minnesota eventually reaching Sioux Falls about four hours later. I mostly avoided freeways and saw a lot of rural country. Windmills standing like silent

sentries out on the horizon, watching over lush cornfields, each producing their own cash crop. Friday was hot, 94 degrees registering on the digital display, with humidity to match. Really hot days with high humidity really bogs me down. The older I get, the less tolerant I am of temperature extremes, so well working air and



Sweet Olga enjoying her visit to the Bi-Centennial Park in Burnsville. Lots of beautiful flowers with plenty of great smells. And the best part, we were the only ones there.

cooled seats made the 240 miles a fairly pleasant drive. It would be fun to visit Sioux Falls again, but perhaps mid to late September would be a better choice of dates for doing this great show again.

On our way back from Sioux Falls, we stopped by Bob (the other Bob) Johnson's place in Tyler. Bob has an amazing collection of motorcycles, virtually all in good running order. And each one is fairly unique in its own right. They were a pleasure to see and hear about them from Bob.

We also want to thank John Trandem for his story about his Mark IV. These are such great looking cars, and they truly were the right car at the right time. Lincoln has never been able to replicate the success of the Mark III's, IV's and V's. It is a story about how all things came together at the right time to fulfill a need that the car buyers were clamoring for.

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

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by older soldiers. Fawcett was injured in the Philippines and returned to the United States. He married Viva Claire Meyers in 1906. Two years later, the couple moved to St. Paul, where Fawcett clerked for the Railway Mail Service.

The same year he began clerking, Fawcett's wife gave birth to twins, Marion and Wilford H. Jr. Three more sons followed over the next five years: Roger, Gordon, and Roscoe Kent. Fawcett gave up his railway job to become a cub reporter for the Minneapolis Tribune. When America entered World War I in 1917, Fawcett enlisted the following year. He rose to the rank of captain in the US Army and worked on the military newspaper Stars and Stripes. During the wartime years, he adopted the nickname Captain Billy, which he used for the rest of his life.

Back home after the war, Fawcett was desperate for work. He tried running a bar, called the Army and Navy Club, in downtown Minneapolis. But in 1919, Prohibition became the law of the

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## Directors Message by Bob Johnson

August 2015



July was the month to travel through our corn states. First, Mary and I made a trip to Lafayette, Indiana, traveling through Wisconsin, Illinois and Indiana. The crops in Indiana were very poor because of too much rain, but most of Illinois and Wisconsin made up for that with bumper crops developing.

On our 750 mile round trip through Iowa, South Dakota and southern Minnesota to our North Star Lincoln car show at Sioux Falls, all we could see in the fields was corn, corn and more corn. When they say that we live in the bread basket of the world, it is so true. It is unbelievable the amount of corn growing in the area which may be the best crop in many years. The real troopers on our Sioux Falls driving tour were Sharon and Karl Flick, driving their 1939 Zephyr in 90 plus degree heat with no air conditioning.

Mary and I want to thank all the North Star members who attended our 50th wedding anniversary celebration at our home on Saturday, June 27. We truly enjoyed spending the day with all of you. You are our special friends that we have met through our North Star fellowship. Again, thank you for joining us on our special day.

Our 12th annual Outstate Classic Lincoln Car Show, Saturday, July 18th, at Sioux Falls Ford Lincoln, Sioux Falls, South Dakota, was a success, with 19 people registering at the show. The weather was rather warm, but we had a very large tent to protect us from the direct sun. There is more about this show elsewhere in our newsletter

We are looking forward to the LCOG Mid-America meet at Hickory Corners, MI August 5 through August 9. As of the last week of July, over 200 people had registered and reserved rooms, with 100 Lincolns of all ages signed up for the show.

Due to lack of interest, we are cancelling the Pontiac Motor car museum tour, on Tuesday, August 4th.

Registration for the meet is closed, but you can still attend the meet and all related activities. You may also register and show your Lincoln in the **Exhibition** class. We have thirteen North Star region members registered to attend this grand event. If you would still like to attend, please call me for the latest information about meet.

Our 8th Annual Luther North Country Lincoln Car Show, Coon Rapids, MN, will be on Saturday, September 12th, 10 AM to 2 PM, and we will have our Board meeting at 1:00 PM

We have a new Region project, thanks to Tom Brace's efforts, Region Lapel Pins that look like our Region Grille Badges. Tom coordinated and purchased 100 lapel pins that we now have for sale at \$5.00 each. We have already sold 13, and we will have them available at our activities for your purchase.

It is time to think about our October election for managers to the North Star Board of Directors for 2016. Each year in the fall, our Region is required to elect by blanket ballot, one third of our Board of Directors for 2016, we have three openings. The term of a Region Manager is three years. These positions will be filled by nominations in September and election using mail ballot in October. The new Board of Directors will elect Region Officers for the term of one year in November for 2016. All active members of the region are eligible to nominate and vote in the election. We currently have nine Directors. The bylaws call for at least five directors and no more than nine. Please contact Roger Wothe at home 952-473-3038 or email rwothe@mchsi.com, by Tuesday, September 8th, if you are interested.

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

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land. Unable to serve alcohol, Fawcett closed the bar.

Then, Fawcett had an idea that would change his life: he would publish his own men's humor magazine from his home in Robbinsdale, near Minneapolis. He



called it *Captain Billy's Whiz Bang*. The title *Captain Billy's Whiz Bang* combined Fawcett's military moniker with the nickname of a destructive World War I artillery shell.

According to one account, the earliest issues were mimeographed pamphlets, typed on a borrowed typewriter and peddled around Minneapolis by Captain Billy and his four sons. However, in *Captain Billy's* version, he stated that when he

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# Northstar Monthly Board Meeting Minutes

## BOARD OF DIRECTORS MEETING

July 9, 2015

Regional Director Bob Johnson called the meeting to order at 7:05 pm at Morrie's Minnetonka Ford/Lincoln. Board members present were Bob Johnson, Dave Gustafson, Jay White, Dick Eilers and Roger Wothe. Regional member Gaye Purvis and guest Matt Foley were also present. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTOR'S REPORTS

Regional Director Bob Johnson reported that his and Mary's 50th Wedding Anniversary party was a success with about one hundred fifty guests including fifty-two from the North Star Region. There were twenty-six classic cars including two Mercurys and two Fords. October will be the election for three Board Members. Board members Harvey Oberg, Dave Gustafson and Tom Brace's three year terms will expire at the end of 2015. Harvey Oberg plans on retiring his Treasurer's job after thirty-two years of service. These three North Star Board positions will be filled by nominations in September and a mail-in ballot in October. We currently have nine Directors. The bylaws call for at least five Directors and no more than nine. Please contact Roger Wothe at home 952-473-3038 or email [rwothe@mchsi.com](mailto:rwothe@mchsi.com) by Tuesday, September 8, with your nominations. You may nominate yourself.

Secretary Roger Wothe proposed that the cars that have previously won at our local shows and are not eligible to be chosen again, should have a different color windshield card with no number and be designated as a previous winner and should not be included in the vote. Jay White moved the suggestion and added that the ineligibility period should be seven years. Roger seconded the motion and it carried unanimously.

Bob announced that the Treasury balance supplied by Harvey was \$3,072.87 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the paid membership is approximately one hundred forty-five with one new member the past month. Please send him your "My Pride and Joy" articles.

Projects: Regional lapel pins have been completed and are available for \$5.00 each. Please contact Bob Johnson to purchase your lapel pin.

Activities Director Jay White proposed the North Star Region meet at the Perkins Restaurant at Hemlock and I-494 in Maple Grove at 8:00 am Saturday, July 11 for breakfast and then proceed to the Maple Grove Days Car Show.

There being no further business the meeting was adjourned at 7:46 pm. The next meeting will be held Thursday, August 13 at Morrie's Minnetonka Ford/Lincoln dealership.

Respectfully submitted by Secretary Roger Wothe

## *Pride and Joy continued...*

*(Continued from page 5)*

began publishing in October, 1919, he ordered a print run of 5,000 copies because of the discount on a large order compared with rates for only several hundred copies. Distributing free copies of *Captain Billy's Whiz Bang* to wounded veterans and his Minnesota friends, he then circulated the remaining copies to newsstands in hotels. With gags like, "AWOL means After Women Or Liquor", the joke book caught on, and in 1921, *Captain Billy* made the highly inflated claim that his sales were "soaring to the million mark."

Few periodicals reflect the post-WWI cultural change in American life as well as *Captain Billy's Whiz Bang*. To some people [it] represented the decline of morality and the flaunting of sexual immodesty; to others it signified an increase in openness. For much of the 1920s, *Captain Billy's* was the most prominent comic magazine in America with its mix of racy poetry

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lour and leather in the back seat with the center section being leather and the seating areas velour. As is often the case with a non-leather car, the upholstery showed little if any wear, nor did the carpet or floor mats. Even the dash and armrests were spotless and did not show any signs of fading. The ash trays were shiny and new and the door-jambes were clean and unblemished. We took a test drive, and aside from the rag-joint (a common problem with 70s Lincolns) it drove exceptionally. It had the feeling of what I can only describe as a 'good Lincoln', that is, no rattles, no creaks or groans, a soft riding but not sloppy suspension, no engine noise, no wind whistles, and good throttle response. It doesn't take too long to distinguish a Lincoln which has been cared for from one which has been abused, and this one had been cared for! We examined the engine compartment and trunk, both of which appeared as original, but very clean, and began to broker a deal.

I used a similarly low-mile 1976 Bill Blass Mark IV I had previously purchased as a basis for negotiation and it wasn't long before we were loading it on the trailer, which begs a short commentary. I borrowed a trailer from a tenant at my building. A beautiful all-aluminum tandem-axle trailer upon which the ramps mount across the front as a gravel shield. It had never occurred to me to measure the trailer before leaving, but it wasn't long before we realized that it was only 16 feet long and had no provision for front overhang. The car went up fine, and the back tires just cleared the end of the trailer so we could remove the ramps, but we could not get it far enough forward to achieve a signifi-

cant amount of tongue weight. Fortunately that day, there was only a 40 mph cross wind... What were we going to do? I had already bought the car and we needed to get it home. I suppose we could have driven it, but we decided to give it a try on the road as I figured the prospect of the trailer whipping my 6,000+lb Ford truck around was not significant. Well, when you take the weight of a 1976 Mark IV and add the weight of the trailer, it was about an even match to the truck, and even at lower speeds I routinely had to activate the trailer brakes to straighten out my rocking trailer. Fortunately, we weren't in any rush and made the trip back to Fargo without incident, although it was not exactly an enjoyable drive!

When I got home we unloaded the car, and delighted my daughter Elsie (3-1/2) with a quick spin around the block. She made me promise that our next trip (for some reason) would be to Menards in the new black Lincoln. I have yet to fulfill that promise, but since I got the car home I spent a good deal of time buffing it, polishing the aluminum wheels, and touching up a few minor chips and that's about it! I have put on a few miles and attended a few local cruise nights with the car and it hasn't let me down yet! It never fails to impress onlookers as they first ask whether it is an original color, then proceed to look at it from different angles to see the beautiful and plentiful metal flake in the rich black paint. As I said in the beginning, I never thought I'd ever own one, and I wouldn't have believed I would ever find one this nice!

Editors note: Our thanks to John for this story about his newest acquisition.

## North Star Sioux Falls Car Show

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and naughty jokes and puns, aimed at a small-town audience with pretensions of "sophistication".

*Captain Billy's Whiz Bang* is immortalized in the lyrics to the song "Trouble" from Meredith Willson's *The Music Man* (1957): "Is there a nicotine stain on his index finger? A dime novel hidden in the corncrib? Is he starting to memorize jokes from *Captain Billy's Whiz Bang*?" Yet this is an anachronism, since *The Music Man* takes place in River City, Iowa, during 1912, seven years before the magazine's premiere issue.

The magazine often featured a picture of Captain Billy in uniform along with the comment, "This magazine is edited by a Spanish-American and World War veteran and is dedicated to the Fighting Forces of the United States and Canada." With its 64-page, saddle-stitched, digest-sized format, the humor publication soon saw a dramatic increase in sales. By 1923, the magazine had a circulation of 425,000 with \$500,000 annual profits.

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The Friday driving tour plans changed from going to the Grotto, as all of the folks going to Sioux Falls had been there before. We met at Emma Krumbree's in Belle Plaine and from there, it was off to Okoboji, Iowa to visit the Okoboji classic car museum on our way to Sioux Falls. Karl and Sharon Flick led the tour of five cars, Nelson's, Leppa's, Allen's and Johnson's, on tour though Mankato down highway 169. In Okoboji, the 1939's fuel pump had an electrical problem that Karl fixed after the car museum visit. Those with nerves of steel included Karl and Sharon Flick, who made the journey from their home in Apple Valley to Sioux Falls in 90 plus degree heat, and no air conditioning.



Karl and Sharon Flick's Zephyr, otherwise known as (due to the 90 degree temperature) as the **hot rod Lincoln**.



Ray and Jeanine Nelson's 1948 Continental Coupe. This is designated a custom due to the modern running gear, including A/C. It does retain all the classic looks, but is a super road car, easy to drive and very dependable. Truly, the best of all worlds.

We tend to forget that many of us spent years behind the wheel back in the '50's and '60's when few could afford factory air conditioning in their automobiles. We even took long trips and survived blistering hot days, driving with all the windows down. We have really gotten soft over the years.

Our 13th annual out state Lincoln Car Show at Sioux Falls Ford Lincoln on Saturday, July 18th was a success. Our high temperatures of 94 degrees on Friday took a welcome drop to the mid 80's on Saturday. We were fortunate to have a slight breeze which added to the comfort level and a very large tent to escape the direct rays of the sun. Our thanks go to Sioux Falls Fort Lincoln for providing our group with the tent.

We had 19 persons register for this car show. Our people's choice award for best of show, First Place went to a red, 1948 Continental coupe, owned by Ray and Jeanine Nelson of Princeton, Minnesota. Our Second Place Award went to a white Mark IV, shown by Warren Friessen, from Sioux Falls. Our third place award went to a blue, 1941 Continental Cabriolet, displayed by Don Jones, also of Sioux Falls. Our long distance award was presented to Norman Rosenblat, hailing from Winnipeg, Canada, with his red, 1996 Mark VIII.

Elrod and Harriet Kaufman, from Freeman, South Dakota, and Phil De Greef, of Pierre, South Dakota, drove down just to see North Star Members at

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*More Sioux Falls Tour and Car Show...*

*(Continued from page 7)*

*With the rising readership of Captain Billy's Whiz Bang, Fawcett racked up more sales with Whiz Bang annuals, and in 1926, he launched a similar publication, Smokehouse Monthly. The popularity of Whiz Bang peaked during the 1920s. It continued into the 1930s, but circulation slowed as readers graduated to the more sophisticated humor of Esquire, founded in 1933. It had an influence on many other digest-sized cartoon humor publications, including Charley Jones Laugh Book, which was still being published during the 1950s.*

*Captain Billy's success as a publisher prompted him to create the Breezy Point Resort on Pelican Lake in Breezy Point, Minnesota in 1925.*

*Since celebrity visitors came to the resort, Captain Billy had the road from Breezy Point into Pequot Lakes blacktopped at his own expense. His building program at the Resort included the construction of a massive lodge, planned to accommodate 700 people, using native Norway pines,*

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the show. We had nine beautiful Lincolns shown for the first time, a 1998 Mark VIII, Jim Walden, Sioux Falls; a 1941 Continental Cabriolet, Don Jones, Sioux Falls; a 1979 Continental Sedan, Don and Donna Peterson, Winona; a 1969 Mark III, Warren Friesen, Sioux Falls; a 1974 Mark IV, Dr Bruce Hagen, Sioux Falls; a 1998 Mark VIII; Norman Rosenblat, made the trip



Above left, 1941 Continental Cabriolet owned by Don Jones of Sioux Falls. Right, 1939 Zephyr, Karl and Sharon Flick.



Norman Rosenblat, Winnipeg, Canada with his 1996 Mark VIII.

prizes, a very large tent and hosting this event at their dealership. A special thank you goes to Kevin Rost, Sales Manager. We thank the staff for all their work to make this car show happen.

On Sunday, July 19, we toured to Bob Johnson's (the other Bob Johnson) garage in Tyler, Minnesota to view his collection of motorcycles, boats and cars. The collection of over 30 motorcycles was very impressive, especially when you could start

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from Winnipeg, Canada with his 1996 Mark VIII LSC; Dave Heeren, Clive, Iowa, bought two cars, a 1979 Mark V and a 1989 Mark VII that was previously owned by John and Dorothy Palmer. The oldest car was a 1939 Zephyr, Karl and Sharon Flick, Apple Valley and the newest car was a 2013 MKT driven by Dave Gustafson, Burnsville.

Some of our door prizes were donated by Sioux Falls Ford Lincoln and everyone stayed till 2:00 PM. We want to again thank Sioux Falls Ford Lincoln for supplying the door



Dave Heeren, Clive, Iowa with his "like new" Mark VII.

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some 70 feet in length. Celebrities who stayed at Breezy Point included Carole Lombard, Tom Mix, Clark Gable, writer Sinclair Lewis, and Minnesota governor Floyd B. Olson. The Fawcett House, Captain Billy's personal log mansion, is made available for public rental today. Decorated with elk and deer skins, Fawcett House has ten bedrooms and eight baths. The living room has a cathedral ceiling, a loft, a bar and a large field rock fireplace.

Harry Truman was another Breezy Point guest. Edward McKim, a friend of Truman's since World War I, told of visits to the Resort in 1932 and Truman's success at the Breezy Point slot machine: Captain Billy was quite a shot with a shotgun. He was on the American Olympic team at one time. He had some traps out there, so we did a little shooting with him. He had a couple of guests, one of whom was Dr. Joe Mayo, the son of Dr. Charlie Mayo. Dr. Joe was killed a few years later in an automobile accident. He was the brother of Dr. Chuck Mayo who just

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## Still More Sioux Falls

(Continued from page 8) anyone of them and go for a ride. Mary Johnson was able to go for a ride in his Polaris Slingshot and now wants one.

It was a great three days for all of us who went on the tour and those of you who



Far left, Bob (Tyler, MN) Johnson's red 1963 Continental sedan; a one owner 1974 Mark IV and near right, John and Dorothy Palmer's Continental sedan. Three really great Lincolns.



Dr. Bruce Hagen, Sioux Falls owns this Mark VIII. Great Color.

joined us in Sioux Falls for the Lincoln show.

We thank you very much for coming out with your car and sharing the day with us. Our member's dedication and continued interest is what makes our club one of the very best.

On the right.. Karl Flick just can't figure out why Mary (Shafer) Johnson and Bob (Tyler) Johnson look so happy. They are about to go for a ride in Bob's Polaris Slingshot. Mary thinks her Bob should buy one now.



More Pictures From Sioux Falls

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retired from the Mayo Foundation. We did a little trap shooting at that time, but we went up there almost every night for dinner. It was a 35 or 40-mile (64 km) drive. We stopped at a barber shop at Brainerd going up, and he hit the jackpot in a machine in the lower lobby of the hotel. Then he hit the jackpot up at Breezy Point the same night.

Fawcett introduced a second monthly magazine, *True Confessions*, in 1922. Brother Harvey ran the publication until he was caught embezzling. Harvey bought his own humor magazine, the *Calgary Eye-Opener*, and brought it to Minneapolis. But ill health led him to sell it to Henry Meyer.

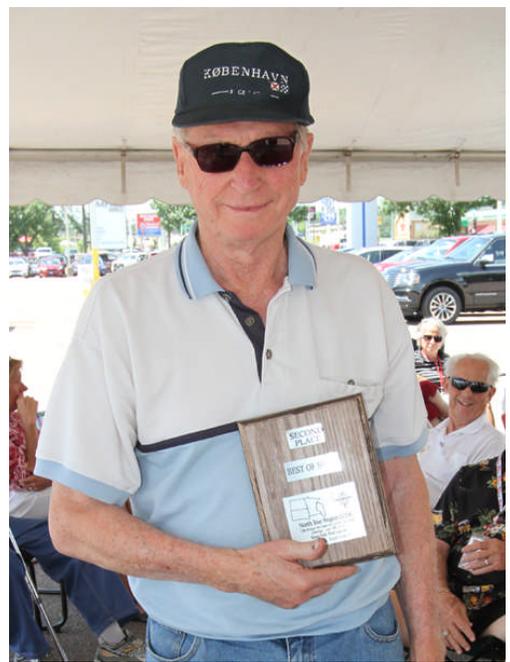
Divorced from his first wife, Fawcett married Antoinette "Annette" Fischer. They also divorced, in 1932. Annette purchased *The Calgary Eye-Opener* from Meyer with money from her divorce settlement. In 1936, Annette's name appeared in newspapers. Authorities questioned her regarding the murder of Minnea-

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Above, Don Jones, 3rd place winner - 1941 Continental Cabriolet

Below, Warren Friessen 2nd Place Winner - Mark III



Above, Ray Nelson, 1st place winner, 1948 Continental Coupe.

Right, Norman Rosenblat - Long Distance Award



Right, Kevin Rost, Dealer Sales Manager with the North Star commemorative plaque.



## A Little Bit About The Mark IV

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*polis editor and journalist Walter Liggett. She had introduced Liggett to his suspected killer, gangster Isadore "Kid Cann" Blumenfeld.*

*Fawcett's publishing empire flourished. The success of Captain Billy's Whiz Bang spurred him to create more magazines, among them Modern Mechanics and Inventions and Triple-X Western. He kept himself busy outside of work, too. He competed in trap shooting (shotgun shooting at clay targets) in the 1924 Paris Olympics, hunted in Africa, took a round-the-world vacation, and purchased the St. Paul and the Minneapolis Boxing Clubs. He married again in 1935, this time to his secretary Marie Frances Robinson. A year later, he canceled the magazine that had made his fortune, Captain Billy's Whiz Bang.*

*During the 1930s, Fawcett and his sons established a line of magazines which eventually reached a combined circulation of ten million a month in newsstand sales. True Confessions alone had a circulation of two mil-*

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As difficult as it may have been to introduce a new car in a new market, following up a success story like the Continental Mark III after a redesign is just as big of a challenge, if not more so. Lincoln pulled off this feat in high style with the introduction of the 1972 Continental Mark IV, successor to the Continental Mark III. Lincoln was able to keep all of the styling cues from the Mark III, and update them with a fresh, current, inspired look, without losing anything in the translation. The Mark IV was gorgeous from the front bumper to the rear bumper. The classic Rolls Royce-inspired grille returned, again flanked by concealed headlamps and front turn indicators mounted in the leading edge of the front fenders. In back, the classic Continental deck lid hump returned, with horizontal tail lamps set in a new rear bumper that emphasized the deck lid hump above. Flared, open wheel wells returned and the somewhat muscular lines of the Mark III were replaced with a more fluid, rounded appearance. To some, the new Mark IV was reminiscent of the 1971 Oldsmobile Toronado, only a bit softer.

1972 was the first year for Opera Windows on the Continentals. Technically, they were optional and some early cars were built without them, but the majority of the cars were built with the option, making any Mark IV without them a very rare sight today. The drive train was carryover from 1971, but everything else was new. Luxurious new interiors set the standard for Lincolns and Continentals through the rest of the decade. The instrument panel featured simulated woodgrain in two patterns, Kashmir Walnut Matina and Baby Burl Walnut. Three rectangular gauges were placed dead center, one of these

housed the Cartier timepiece, the others housed the speedometer and the fuel gauge. All gauges and warning lights were located within the driver's line of sight, and all controls were placed for easy access. Sales of the 1972 cars were very strong.

Changes to the 1973 Continental Mark IV were minimal, after all, why would you want to mess with perfection? The biggest change was at the front end, where a new federally-mandated 5 mph front bumper was affixed. Designed to minimize damage to the car in minor impacts, it detracted from the overall appearance to a certain extent. In Lincoln's defense, they were able to integrate this new bumper into the design much better than others did. The optional power door lock switches returned to the door armrests, which is where they should have stayed for 1972, but they didn't. In an odd move, Ford incorporated the door lock switch into the door lock plunger on the door panel. This location was not convenient, and thankfully the designers realized their error quickly. A Silver Luxury Group was introduced for the 1973 Mark IV, which included a Silver Metallic paint job, with matching vinyl roof and leather interior. Or, if the customer preferred a color contrast, Cranberry velour or leather was available for interior trim. The luggage compartment was color keyed to the interior.

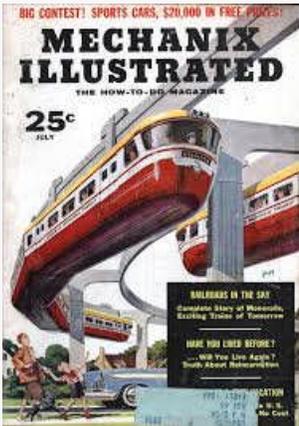
The rear bumper got the same treatment in 1974 as the front bumper did in 1973. This change tended to remove some of the emphasis from the deck lid hump, but again, the design was integrated very well compared to some of the other cars on the road. A Gold Luxury Group joined the Silver Luxury Group in 1974, and a

*(Continued on page 12)*

## The Mark IV continued...

(Continued from page 11)

lion a month. However, during the World War II paper shortages Fawcett folded 49 magazines and kept only 14. Magazines published by Fawcett over the decades included *Battle Stories*, *Cavalier*, *Daring Detective*, *Dynamic Detective*, *Family Circle*, *Motion Picture*, *Movie Story*, *Rudder* (later merged with *Sea*), *Screen Secrets*, *Secrets*, *Triple-X Western* and *True*. *Woman's Day*, added to the line-up in 1948, had a circulation of 6,500,000 by 1965.



The flagship of Fawcett magazines was *Mechanix Illustrated*. It began in the 1920s as *Modern Mechanics and Inventions*, was retitled *Modern Mechanix and Inventions*, shortened to *Modern Mechanix* and then altered to *Mechanix Illustrated* before it became *Home Mechanix* in 1984. Ac-

(Continued on page 13)

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Saddle and White Luxury Group was introduced late in the model year, a hint perhaps that the Luxury Group option would be expanding in the coming years.

The 1975 and 1976 Mark IV's are difficult to tell apart. The 1975 models came equipped with a higher level of standard equipment, with many formerly standard items moving to the options list in 1976. New Luxury Groups for 1975 included the Lipstick and White and Blue Diamond Luxury Groups, making a total of five available. In 1976, Lincoln would expand the Luxury Groups even more by adding the Red/Rose, Jade/White, Light Jade/Dark Jade and Gold/Cream Luxury Groups. And if all this wasn't enough to make you dizzy, there were even more Luxury Groups introduced later in the year. The Black Diamond Luxury Group and Desert Sand Luxury Group were introduced in March 1976. A special Silhouette edition was available through Lincoln Dealers as well. The Silhouette was not a factory package, but it was nicely done and certainly could have been a factory offering.

But wait! There's more! 1976 also ushered in the era of the Designer Series Marks. Lincoln teamed up with well known and highly respected designers such as Emilio Pucci, Hubert de Givenchy, and Bill Blass, as well as precious jeweler Cartier, to create special Designer Edition Mark IVs. Each had a specific color combination, special interiors, specific wheels and exterior moldings and striping, and engraved plaques mounted on the instrument panel. The designer's signature or logo appeared in the Opera Windows to verify at a glance that this wasn't your ordinary Mark IV. The Designer Editions were very popular,

and would continue through the 1977-1979 Mark V series and beyond.

1976 would be the final year for the successful Continental Mark IV program at Lincoln. For 1977, a new Mark V would be introduced and would set new sales records for the line. For 1976, Lincoln still had a few surprises in store for its customers. The biggest news of the year was the introduction of the Designer Series Mark IV. Top fashion and jewelry designers Bill Blass, Cartier, Givenchy, and Emilio Pucci all made their mark with special edition cars that bore their name. Each car featured a unique color combination that was elegant and distinctive, as well as highly creative.

One wonders how Lincoln could possibly create anything comparable to follow up the Mark IV series. Without a doubt, the Mark IV was one of the most beautiful cars on the road at the time, if not *the* most beautiful car on the road. Few cars could hope to even come close to the Mark IV's class and elegance. It transported its passengers down the road in near silence, with a softly sprung suspension that swallowed up bumps in the road, yet still handled remarkably well for such a large car. Performance was becoming a thing of the past, emission controls were sucking the life out of most engines at this time, but the 460 V-8 could still propel the Continental in a very brisk fashion when asked to do so, and fuel economy was respectable when the car was driven responsibly. The Continental Mark IV takes its place in history as one of the most distinctive cars ever built, one that was as much a pleasure to drive and ride in as it was to admire from afar.

*(Continued from page 12)*

quired by Time Inc., it was retitled yet again to become *Today's Homeowner* in 1993.

Fawcett died of a heart attack on February 7, 1940, in Hollywood, California. His sons inherited Fawcett Publications. Not long after their father's death, the sons introduced *Captain Marvel*, a comic-book series about Billy Batson, who transformed into his superhero alter ego, Captain Marvel, when he uttered the word "Shazam."

An annual four-day festival held in Robbinsdale, Minnesota is *Whiz Bang Days*. Robbinsdale's city celebration, recalling the glory years of Fawcett Publications, began during World War II. The original Fawcett Publications building, which remained standing in Robbinsdale for decades, was torn down during the mid-1990s. It was located at what is now the terrace for the restaurant *La Cucina di Nonna Rosa's*, at 4168 West Broadway Avenue.

*From the internet...*

## Our Pride and Joy



North Star's First Couple, Bob and Mary Johnson, celebrating their 50th wedding anniversary.

On Saturday, June 27, Bob and Mary Johnson and their family held an open house at their home in Shafer, MN to celebrate 50 years of wedded bliss. It was a beautiful day to honor this great couple, the weather was the best.

About 52 North Star members were able to attend and some 26 classic cars served as "lawn ornaments" announcing to all that Lincoln was the preferred method of transportation on this very special day.

A catered buffet featuring some excellent roast beef and ham had more than one guest going back for more.

It was a great day and those who attended were really appreciative for the opportunity to join in with Bob and Mary Johnson and their family to celebrate this momentous event. We all hope to come back in another ten years.

## You Tell Us...

This rather interesting radiator cap/hood ornament must have made a very striking statement for the owner of the fine car on which it was attached.



While it is not like many of the impressive ornaments found on some of the great classics, it is still interesting, and somewhat loveable. For the first of our members to email us and correctly identify the vehicle and year, we will reward your efforts with a nice Lincoln memento, and acknowledge your Sherlock Holmes abilities in a future issue.

So, put on your thinking cap, do your research and email your answer or very best guess to us as soon as possible. Let us hear from all you classic car experts. Email: davidwgustafson@att.net

*You May Be Interested in these Items for Sale*

The space on these two pages is provided as a service to our readers who wish to place ads for automobiles, parts and other treasured parts that they wish to find new homes for. In an effort to keep our pages fresh, we will publish your ad for a period of three (3) months.

*After that period of time, we will delete it unless we hear from you that you wish to have it continue for another three issues.*



Mark VIII file photo

**For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.**

**For Sale: 1948 Lincoln Continental Coupe. Rebuilt and balanced V12 engine. New dark green paint. All chrome replated. New tires. New brakes and exhaust system Radiator and gas tank reconditioned. Trunk carpeted. The Lincoln has a good working overdrive unit and runs and drives as new. Lots of extra parts with car. \$14,000.**

**Call Ted Anderson at 763.561.8143**



**Northstar Region grille badges** are now available.

To obtain yours, contact Harvey Oberg at 651.739.9754



**For Sale - 1989 Lincoln Signature Series Town Car.** Well equipped with all available accessories including sunroof. Spotless leather interior, 70,000 miles. Never driven in winter. Asking \$7,500, but wants to sell and is open to offers. Contact Skip Nolan at 320.260.7547 This is a great car for shows and tours. Call Skip Today!



# *Preview of Coming Events*

August **LCOC Mid America National Meet.** Hosted by the LCOC. **August 6-9, 2015.** All Lincoln owners are invited to participate. LCOC will have Judging and Exhibition non-judged classes.

**Board Meeting** at Morries Ford Lincoln, **Thursday August 13 at 7:00PM**

September **8th Annual Luther North Country Lincoln Car Show, Saturday, September 12,** 10 to 2 PM **Board Meeting at 1:00PM**

October **Board Meeting** at Morries Ford Lincoln, **Thursday October 8th at 7:00PM**  
**Annual North Star Potluck** and Action at Morries in Long Lake, **Sunday, October 11, 10 AM to 2 PM**  
**Western National Meet, October 14-18, 2015, at San Diego, CA**

November **Year End Sunday Brunch** at the Roasted Pear, Brooklyn Park,  
(Date to be determined) **Board meeting at 10:30 AM**

## **Classic Cruises:**

**Downtown Victoria August 5, August 19, September 2 and September 16**  
**Wednesdays, 5pm - 8pm**

**Brooklyn Center Wednesday Cruise Night, through September 24, Pep Boys Auto 5900 Shingle Creek Pkwy, 7pm - 9pm.**

**Thursday Cruise Nights, Prior Lake, MN August 7, Aug 21, South Village Shopping Center on Hwy 13.**

**Saturday Anoka Classic Car Show, 4th and Van Buren St. Aug 2, 9, 16, 23, Sept 6, 5pm to dusk.**

**Saturday, Hastings Cruise in, Hastings, MN August 9, 23, September 6, 20, 5pm - 9pm, Second Street.**

**Henderson, MN Classic car roll-in Every Tuesday evening through September 15.**

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

[www.northstarlroc.org](http://www.northstarlroc.org) Click on publications.

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

## **North Star Activities**

### **FALL LINCOLN SHOW, SATURDAY, September 12, 2015**

#### **North Country Ford Lincoln**

Join us at North Country Ford Lincoln, 10401 Woodcrest Drive, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 2:00 PM.

We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be prizes and lunch will be served by North Country. Set this date aside now. Lets get those Lincolns out for one last time this year. Unlike last year, we will have great weather and good times for this last car show of the season. Lets do it again this September 12. See and drive all the new Lincoln cars. Best part, we will be served lunch.....

Call Bob Johnson if you have any additional questions. 651-257-1715

I-35W to US-10. Go West on Highway 10, distance of 4.8 Miles. Take the FOLEY BLVD NW/CR-11 exit. 0.8 Miles. Keep RIGHT at the fork to FOLEY BLVD NW/FOLEY BLVD/CR-11 East 0.3 Miles. Turn RIGHT onto 99<sup>th</sup> Avenue NorthWest. 0.1 Miles. Turn Right onto WOODCREST DRIVE NORTHWEST 0.7 Miles. Luther Ford Mercury Lincoln is at 10401 Woodcrest Drive NW. Call Bob Johnson at 651-587-1212 if you get lost along the way.

## **FALL NORTHSTAR LCOC Potluck and Auction**

**Sunday, October 11th, 10:00AM to 3:00PM**

**Morrie's Conference Center**

**2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN**

*We will be able to view Morrie's Car collection for two hours only, 10:00 AM to 12:00 PM.* Our pot luck lunch will be served about 12:30; PM. We will again have an auction that will be held after we eat, so please bring something automotive related, and better yet, with a Lincoln name on it. Please RSVP to Roger at his home 952-473-3038 or email [rwothe@mschi.com](mailto:rwothe@mschi.com). no later than October 6. When doing the RSVP, please let Roger know what you will be bringing for our potluck, he may have some suggestions on what is needed. Spend a great Sunday with friends and talk about the great activities we had this past year.