

## My Pride and Joy



### Matt, Katie and Margaret Foley’s Mark II

*As told by Matt Foley, who dearly loves his Mark II.*

Like many of you, I will never forget the first time I saw a Continental Mark II. I was filling my gas tank when a distinguished looking gentleman pulled up to the pump ahead of me in a pristine black model. Although I had seen pictures of the Mark II, this was the first time I had ever seen one in the flesh, and it literally left me speechless. Perhaps what makes this anecdote unique is that it occurred in the twenty-first century at a Costco because I was born almost a quarter century after the Mark II was first introduced to the public.

At that point in my life, I was the proud owner of a 1955 Cadillac Fleetwood 60 Special. For years, it was the car I dreamed of owning and to this day it remains my first pride and joy. I have loved the “big boat” luxury cars of yesteryear since I was very young, and when my friends and I talk about what we have come to call the “short list” of cars we hope to someday own, my list has always been filled with vehicles that fit that description. Up until that fateful day at Costco, though, I had always said that if I ever owned a Lincoln it would be an early “slab side” or a postwar Mark I. Then a few months later at Back-to-the-Fifties, I spotted another Mark II. Impressed by the sleek lines as I watched it make a graceful turn at a distance, I said to myself, then and there, that I had to own one someday.

A couple of years later, when searching Craigslist for cars on my “short list,” I came across a listing for what I later came to learn was the auction of North Star LCOC member Frank Warner’s car collection. The photos in the ad made the whole thing seem like

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

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Trivia from the Internet



**Carol Channing**  
**"Hello Dolly"**  
 1921 - 2019

Carol Channing, whose incandescent performances as the gold-digging Lorelei Lee in "Gentlemen Prefer Blondes" and the matchmaker Dolly Gallagher Levi in "Hello, Dolly!" made her a Broadway legend, died this past January at her home in Rancho Mirage, Calif. She was 97.

Ms. Channing was bringing audiences to their feet night after night in a revival of "Hello, Dolly!" when she was 74, singing, "Wow, wow, wow, fellas, / Look at the old girl now, fellas," resplendent in her scarlet gown and jewels, her platinum hair crowned with red plumage.

Ten years later she was still getting ap-

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Gentle readers... We have turned the corner; it is now February, the days are longer, the sun is a little higher in the sky, another 45-60 days left of this winter nonsense. It is my sincere hope that we have a nice long spring and not one like what we had in 2018. Spring and fall can be two of the nicest times of the year for those of us who live in the Midwest. Let us all keep our fingers crossed for the best.

As I write this, I am struggling to get the newsletter finished and in the mail. My normal cycle was interrupted by a six day visit to Tucson, Arizona to attend the annual Lincoln and Continental Owners Club board meeting. As a national director and the publications/communications point person, I am obliged to attend. We spent two and a half days in meetings, desperately trying to get a good handle on the problems facing the club and come up with good, simple ways to deal with them. Things often have a way of making them seem more complicated than what they need to be. Quite often, we will rely on the most difficult, bizarre solution to resolve them. Frequently, fresh eyes and an outside opinion will come up with a much more simple and elegant way of doing things. We are hurting for more new members for the LCOC. For this problem, the solution is simple, but one that is hard to implement. Personal contact is the best way to get new members. We all need to reach out, buttonhole that person, tell him/her just how nice the Lincoln club is, convince them to join and make the sale by having them contact Bob Johnson or by calling Cornerstone Registration as soon as possible. We have about 2400 members in

the LCOC. There is no good reason why we should not have 5-6000 members or more. In a country of over 300,000,000 people, 6000 members is not a large number. It is just that we are all too busy with other things to take a little time to sign up a new member or two each year. Anything is possible; we just have to invest the time and try a little bit harder.



**Every now and then, Olga needs to go outside to do things that dogs need to do (hopefully outside). She is looking at her dad... Asking... can I come in now? It is 3 degrees and I am cold and I have no one to play with.**

The annual North American International Auto Show, held in January each year in Detroit is over. Of course, Lincoln exhibited their new special edition Continental with the center opening doors. It was very well received, the people were 10 deep, and you could hardly get close to it. This one car alone has created literally millions of dollars

worth of buzz for our favorite brand. In addition to the 80 Continentals scheduled for production this year, it looks as though there will be more produced in 2020, perhaps at a somewhat lower price than the \$110,000 plus each for one of the first 80 made available this year. Also making quite a stir was the new Lincoln Aviator. Somewhere between the Nautilus (formerly the MKX) and the uber expensive Navigator, the Aviator will find a real sweet spot in the Lincoln lineup. Priced around \$55,000, add-on's should be able to drive the price up to the \$70s. But it will be such a sweet vehicle, three rows of seats, a lot of creature comfort inside; this model will not spend a lot of time on showroom floors.

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

*Directors Message by Bob Johnson February 2019*

*(Continued from page 2)*

*plause, this time for a cabaret act. Nine years after that, just a few days before her 93rd birthday, she appeared at Town Hall in Manhattan as part of a celebration of the 50th anniversary of the night "Dolly" opened.*

*"Performing is the only excuse for my existence," she said during her last Broadway appearance, in the 1995 revival of "Hello, Dolly!" "What can be better than this?"*

*Ms. Channing was one of the most recognizable presences in the theater world. Her tousled hairdo, headlight-size eyes and exaggerated mouth were the subject of countless caricatures. For many years her real hair, damaged by bleaching, was covered by a wig.*

*Her false eyelashes, worn at a fantastic length since she was a teenager, posed a more serious problem. The glue that was used to attach them gradually pulled out her natural lashes, and Ms. Channing began painting on the long spikes.*

*By then her vision had become impaired, but she was philosophical about her somewhat hazy view of her fellow actors. "I know what they look like," she said.*

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Last year at this time, I announced that I was retiring from the LCOC National Board, today as I write this column, the 2019 LCOC Board meeting is going on in Tucson, Arizona, and I'm here in Shafer with the temperature at -4 degrees. The furnace is working, so all is well. Yes, I will miss being on the LCOC National Board, but the real action is here with the North Star Region. We have the best group of members in the LCOC from Maine to California.

Dave Gustafson has reported back to me about some of the 2019 LCOC Board actions, and I will comment on one of them, dwindling LCOC membership. My thoughts are that we the members are the ones responsible for the growth of LCOC. While multi-media sources are many, it is us the members of LCOC that really can do something about it. We need a theme for 2019 to grow the Lincoln CluSb membership; My theme is: **"Only You Can Do It"; Fellowship Plus Friends Equal Fun in the LCOC! WE NEED YOU TO RECRUIT ONE NEW MEMBER IN 2019! How simple can it be, again, it is up to you? Can you recruit just one member for LCOC in 2019?**

Our February activity: the Upper Midwest Region of the Classic Car Club of America has once again invited the North Star members to attend their annual potluck and auction Saturday, February 16, at 5 p.m. It will be held at the Firefighter's Museum, 664 22nd Avenue NE, Minneapolis. RSVP to Tom Brace (651)644-1716, email: trbrace@comcast.net now. Please call Tom to let him know what kind of potluck food you will bring or that he needs you to bring. Also, please bring a quality item to Auction as our region splits the auction proceeds 50/50 with the CCCA — a very good deal for us. Again, please bring a quality item to auction and plenty of cash to buy that item you just had to get. We will have a nice room to enjoy great food and good friends. Consider bringing along a friend that may be interested in our car clubs — it is about the fellowship and interest in fine automobiles and interesting people. Plus your friends will be able to view the history of Minneapolis firefighter's equipment at this unique site.

This January, Dave sent out our North Star membership renewals for 2019. Dues will remain at \$20 again for this coming year. Dave would appreciate you updating the information on the renewal form and please it send back to Matt Foley with your renewal check so we can update our membership directory.

We always need "Our Pride and Joy" articles about your Lincoln. This winter is a great time to write that article about your car that you keep putting off during the summer because you were to busy. Please share your story about your car with all of our members; we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson; he can only do the newsletter with material that you send him, so get busy.

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

*Bob and Mary Johnson...*

# Board Of Directors - 2019

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

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

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

## *The Foley's Pride and Joy*

one of those lost-collection-found-in-a-barn stories car collectors hear from time to time and dream happens to them. That alone made me feel it was worth a trip to Centuria, Wisconsin to check it out, although, to be perfectly honest, I really had my eye on a 1950 Packard.

So, the following Saturday, my friend, Joe and I made the trek to Centuria. My initial impression of the collection was confirmed, and we were both impressed by the sheer number of vehicles Mr. Warner had stored all throughout the old Centuria school building. While the 1950 Packard remained foremost in my mind, I left that



***The Foley's 1955 Cadillac Fleetwood 60 Special, next to their Mark II. What a fine pair of luxury cars from the 1950s.***

day also smitten by a 1960 Continental Mark V convertible and a 1956 Continental Mark II. Since this was an online auction, I watched the vehicles closely in the days that followed and eventually came to the conclusion that this might be the perfect opportunity to purchase several cars at a very good price. Having gotten my financing in order, I eagerly anticipated June 30, 2014; which was the day the bidding would come to a close.

The first lot ending that day was the 1950 Packard. I was as surprised as I was disappointed when the price quickly reached a figure that I felt was beyond the value of that particular car. Next was the 1960 convertible; which not surprisingly sold for the highest amount of any of the vehicles in the auction as bidders drove up the price in the

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# Northstar Monthly Board Meeting Minutes

January 3, 2019

## BOARD OF DIRECTORS MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln in Bloomington, Minnesota. Board members present were Bob Johnson, David Gustafson, Tom Brace, Matt Foley, Bob Roth, Larry Sasse, and Bill Holaday. Regional member Mary Johnson along with Sweet Olga, official mascot, were also present at the board meeting. The minutes of the previous meeting and the agenda of this meeting were approved.

## DIRECTORS' REPORTS

Regional Director Bob Johnson opened the discussion by notifying the Board that Roger Wothe just had shoulder repair surgery and that Jay White was in warm Florida. Bob reviewed suggested activities for 2019. The North Star Region activities times and locations may be found in the monthly North Star News. Our January event will be at Dehn's County Manor in Maple Grove, Sunday, January 27 and will feature a great breakfast menu.

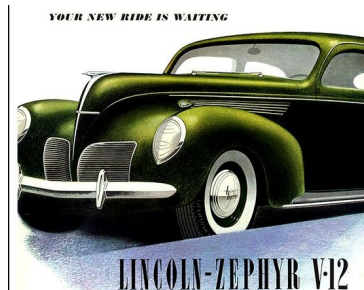
Bob reported that our region Facebook had 196 "likes" for December, we are still growing, but at a slower pace.

Treasurer Matt Foley announced that the treasury balance was \$3,335.44, and all bills are paid.

Membership and Publications Director David Gustafson said that he is currently out of "My Pride and Joy" articles; which is our primary feature of our club newsletter and is deeply revered by all of our membership. Do not let him wallow in sadness, send him an article today. Our current membership is at 140 members. The 2019 membership fee will remain at \$20, and 2019 North Star renewal notices will be sent out within the next week.

The meeting was adjourned at 7:40 p.m. The next Board Meeting will be at 6:30 PM Thursday, February 7, at Lincoln of Bloomington. All members are invited to attend our board meetings. Your suggestions are always welcome, and we sincerely encourage your input. Working together we can make our Northstar Lincoln club better.

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



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*The generous mouth was put to amazing use in "Hello, Dolly!" In one scene, she shoveled into it, with assembly-line speed, one potato puff after another. The stage puffs, made from Kleenex and tinted with powdered Sanka, were spit out into a napkin when the audience's attention was directed elsewhere. As Ms. Channing told the story, her mouth held 22 puffs with ease, and 27 with no great difficulty; her standby could manage only three.*

*Ms. Channing's voice, gravel-toned and capable of sinking to subterranean levels, was as distinctive as her appearance. When she sang a song in her exaggerated growl, it belonged to her forever; only Louis Armstrong's own growling rendition of "Hello, Dolly!" was a match for hers.*

*Her speech in public, described as everything from a "raspy yawp" to a foghorn, was deceptive, friends said: When alone with them, she was perfectly capable of less stylized enunciation and enjoyed serious conversation.*

*The critic Walter*

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## More Pride and Joy

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Kerr called her "maybe the only creature extant who can live up to a Hirschfeld," explaining that the theatrical caricaturist Al Hirschfeld "always lives up to the people he draws, but the people he draws don't always live up to him." Mr. Kerr added, "Here's the exception: mascara to swim in, nobly tragic mouth, the face of a great mystic about to make a terrible mistake."

The tall, flamboyant Ms. Channing became a Broadway star at the Ziegfeld Theater on Dec. 8, 1949. That was the opening night of "Gentlemen Prefer Blondes," a musical based on Anita Loos's best seller of the 1920s, with music by Jule Styne, lyrics by Leo Robin and choreography by Agnes de Mille. Ms. Channing starred as the flapper Lorelei Lee, and her stardom was assured when she sang Lorelei's anthem, "Diamonds Are a Girl's Best Friend":

Time magazine summed up her performance: "Perhaps once in a decade a nova explodes above the Great White Way with enough brilliance to reillumine the whole

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final moments. That left the 1956 Continental Mark II which I had expected to go quickly and for a price beyond my means. Having lined up the financing for two cars, though, I figured I would go for it. Then, much to my astonishment, I won. By the way, did I mentioned that I followed all of this last-minute action and placed my bids on my phone while in the middle of a Monday night softball game?

When I got home that evening, I quickly immersed myself in all things Mark II. In retrospect, I am somewhat embarrassed to admit that I was so certain I would win the 1950 Packard that I had heavily researched it and given much less thought to the two Continentals I also had my eye on. The more I read that night, the more I came to understand and appreciate the landmark automobile I had acquired. I felt great pride to be the owner of a such a revered, rare and sought-after car, but also at the same time humbled to be in a somewhat exclusive group.

In the days before I placed my winning bid, and in the months and years after, the online Continental Mark II Forum provided me with a wealth of fascinating technical and historical information. Through it, I came to learn that my Mark II had been originally ordered and owned by Ross Siragusa, a Chicago businessman perhaps best known as the founder and longtime head of the Admiral Corporation. It was the first Mark II off the production line on Tuesday, August 7, 1956, and was then delivered to Elgin Lincoln-Mercury sixteen days later. While I do not know how long Mr. Siragusa owned the car, I do know that it was residing in River Forrest, Illinois in 1964. From there the ownership history goes dark until the 1970s when Joliet, Illinois LCOC member Terry Kern found it in a field and purchased it. Despite his best intentions, he did not get to restore the Mark II before he sold it in 1979. At that point, I believe it left Illinois and came to Minnesota where it was restored before it was bought

by Todd Warner. Mr. Warner eventually traded the car to his father, Frank Warner.

Although I was later told that Frank Warner used the Mark II as one of the "drivers" in his large collection, the car had been sitting for some time when I acquired it and needed attention to be road-worthy once again. This led me to send a fateful email to David Gustafson after finding the North Star Region LCOC website. Looking for a recommendation of a Twin Cities based mechanic who could work on my Mark II, he told me about the club and encouraged me to join. His thoughtful welcome was echoed by Bob Johnson when he called me the next day and brought me into the fold. Within six months I found myself on the region's Board of Directors!

Through my new membership in the North Star Region, I came into contact with fellow member Jeff Eisenberg, and soon after my Mark II headed to his shop, Libson Twin City Auto and Truck. My initial desire was to get the car running and stopping safely with cosmetic projects to follow sometime thereafter. As is so often the case, that simple desire turned into a four-month labor of love that included major work to the fuel and cooling systems, brakes, and a rebuild of the engine and transmission. Finally, on January 21, 2015, I was able to drive my Mark II for the first time. Thankfully, the streets were free of snow and ice that day!

When the warmer weather of spring came, I began to work on the projects on my long list, beginning with the electrical system. Although still a work in progress, the Mark II progressed far enough to make its debut that May when I married my wife, Katie. Over the summer months of 2015, it made its first trip to Back-to-the-Fifties and its first long drive to Bob and Mary Johnson's 50th wedding anniversary celebration in Shafer. The heat that day gave me a special incentive to get the air conditioning working again! Finally, the Mark II made a well-received, albeit para-

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 gaudy legend of show business." Brooks Atkinson, the drama critic of *The New York Times*, hailed her Lorelei Lee as "the most fabulous comic creation of this dreary period in history."

The show ran almost two years on Broadway, and Ms. Channing played Lorelei on tour for another year.

In the next decade, she appeared on Broadway in "Wonderful Town," "The Vamp" and "Show Girl." She also created a nightclub act that toured the country.

The producer David Merrick; who had acquired the Broadway rights to Thornton Wilder's play "The Matchmaker" and was in the process of turning it into the musical "Hello, Dolly!," caught Ms. Channing's act in Minneapolis and discussed the role of Dolly Gallagher Levi with her. She later met with Gower Champion; who had been enlisted as director and choreographer — and who, with his wife, Marge, had played an important role in Ms. Channing's early career — and the role was hers.

"Hello, Dolly!," with a score by Jerry Herman, opened at the St. James Theater on Jan. 16, 1964, and received

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## More P and J...

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 doxical, appearance at MoPaRs in the Park.

In the ensuing four years, much work has been gradually accomplished as I have tried to bring my Mark II back to its original glory. A new engine wiring harness was installed along with new wheels and tires, and work to complete the rear end included new leaf springs. At this point most of what remains to be done is cosmetic. New carpet needs to be laid in the cabin and the seats reupholstered, and many pieces and parts still need to be rechromed. There have been setbacks, such as the literal fender bender that left the Mark II with a wrinkle or two on the front clip. But there have also been unexpected highlights, such as when I ordered a set of seatbelts so that our baby daughter can ride along with us.

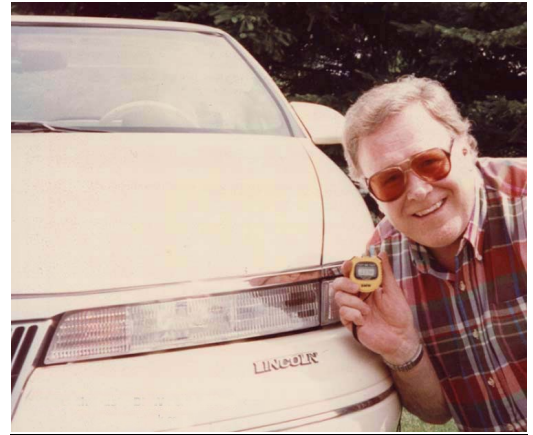


One constant through it all has been the members of the North Star Region LCOC. The warm welcome I received when I joined led to an instant feeling of belonging, and that similarly extended to my wife, Katie, after we were married. We have both enjoyed countless brunches, local meets, and even two national meets. More important to us, all the while we have enjoyed the company of our fellow club members and formed some meaningful, long lasting friendships. That, honestly, has given me more pride and joy than the 1956 Continental Mark II that first brought me to the LCOC.

***Our thanks to Matt Foley for this fine article about his Mark II.***

## MK II vs MK VIII

*From LCOC Comments 1995 and authored by Joe Sherlock.*



**Joe Sherlock with his BMW stopwatch.**

When the Lincoln and Continental Owners Club asked me to road test a 1995 Lincoln Mark VIII and compare it to my 1956 Continental Mark II, I panicked. I had never done a published road test before. I looked at some of the recent tests in the car buff magazines, and they were frightening. They were done with lots of instrumentation, reporting things like lateral acceleration in G-force units, slalom speed, rates of deceleration, etc. Plus there were always letters to the editor disputing the results - "In your test of the Clamshell 3.2-litre Deluxe, you claim a top speed of 113.4 miles per hour. My buddy is an Indiana State Trooper, and we borrowed his radar gun over the weekend and clocked my Clamshell coupe at 119.8 mph. Furthermore, your front track measurements are incorrect ..."

You get the picture - lots of nitpicking....and I'd be exposing myself to the greatest group of nit-pickers of all - LCOC members; who will spend hours over a few beers discussing how many Mark IIs were *really* made and what's the correct color of the windshield fluid reservoir cap on the '77 Town Car.

Then I discovered a role model - Tom McCahill. McCahill tested cars for *Mechanix Illustrated* from the late Forties

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## Mark VIII vs Mark II continued

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ecstatic reviews. It went on to win 10 Tony Awards, including one for Ms. Channing as best actress in a musical.

That same year she sang a rewritten, politically partisan version of the title song, called "Hello, Lyndon!," which President Lyndon B. Johnson, running for a full four-year term, played at campaign stops. She went on to perform the song, accompanied by Mr. Herman on the piano, in a show staged during the Democratic National Convention in Atlantic City. Ms. Channing and the Johnson family became close friends, and there was some speculation years later that that relationship had landed her on President Richard M. Nixon's infamous enemies list, a source of pride for her.

Among those Ms. Channing beat out for the Tony was Barbra Streisand; who was nominated for "Funny Girl." To her disappointment, however, it was Ms. Streisand who was chosen to star in the 1969 film version of "Hello, Dolly!," which meant that both of Ms. Channing's signature roles ended up being played on screen by other actresses: Marilyn Monroe had played Lorelei Lee in

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to the early Seventies. Everybody called him Uncle Tom probably because he was the kind of uncle everybody wished for. He was a no-nonsense guy who loved cars, dogs, driving fast and a couple of scotches at the end of the day. He palled around with notables, including band-leader Paul Whiteman.



Tom McCahill wrote automotive test articles for Mechanix Illustrated magazine in the 40s through the early 1970s.

Uncle Tom tested cars using nothing but a stopwatch, a heavy right foot and the seat of his pants. His prose was legendary; he compared the handling of a '57 Buick to "a fat matron trying to get out of a slippery bathtub."

The swivel seats on the '59 Imperial were "as easy to get into as a floating crap game." My friend, Marty Hayes, and I once brought a copy of *Mechanix Illustrated* to high school when asked by our English teacher to cite examples of modern, enduring prose. The teacher was not amused by Uncle Tom's writing. McCahill spoke bluntly, too - his opinions were firm and if you didn't agree - too bad.

So ... armed with nothing but a heavy foot, an attitude and a digital stopwatch which I got in 1988 from a BMW dealer as a premium for test driving a new 7-series (I liked the stopwatch better than the car), I headed to Detroit to wring out the 1995 Lincoln Mark VIII. When I picked the car up my first impression was that this was indeed a personal lux-

ury car. I felt surrounded by instruments; the dash and console seemed to wrap around me, and everything was in easy reach.

As I moved off into traffic, the car felt, well, agile. You point it; you punch the gas pedal; it goes. This was not a car that would take some getting used to. I felt at home immediately.

I hadn't been to Detroit in ten years, and I had forgotten how much the streets get beat-up from those cold winters. Asphalt doesn't like big temperature changes. It gets brittle when it's cold, and it doesn't like to be hammered by cars and trucks with chains and studded tires. Choppy, potholed roads didn't bother the Lincoln Mark VIII. That air suspension just smoothed out everything. The computer controlled suspension just soaks up the bumps and potholes, but when you throw the car into a corner, the computer instantly responds and stiffens everything up so that the Mark doesn't wallow and thrash around. Tom McCahill would have said that the VIII was as "smooth as a vanilla ice cream soda that's been standing in the sun."



**Mark VIII spending some time on the test track. A bit more agile than the Mark II. 40 years makes a difference.**

By comparison, step into a Continental Mark II and the controls are generally within easy reach although the heater and air conditioner controls are set low enough that you've got to take your eyes off the road to make adjustments. The Mark II rides well but wallows in the corners - big time. You shouldn't try any tricky cornering in a Mark II anyway; you'll just lose those expensive, heavy

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the 1953 movie of  
"Gentlemen Prefer  
Blondes."



Ms. Channing's own motion picture career never really took off, although she received an Academy Award nomination and won a Golden Globe for her performance in "Thoroughly Modern Millie" (1967). She did enjoy some success on television, and in her later years she did a lot of cartoon voice-over work. But the theater was her natural home.

"Hello, Dolly!" ran for almost seven years on Broadway. Ginger Rogers assumed the title role when Ms. Channing left to take the show on the road in the summer of 1965, and Pearl Bailey, Ethel Merman and other marquee names later played it as well. (Bette Midler and Bernadette Peters starred in a hit Broadway revival that began in 2017.) But ultimately the part belonged to Ms. Channing, who toured with revivals in

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## Mark II vs Mark VIII continued

(Continued from page 8)  
turbine-styled wheel covers when they go flying off the wheel. Replacements are over \$200 a pop - if you can find them. Uncle Tom would probably tell you that they're "as rare as ladies of the evening in the church choir."



**A tale of two interiors. To the left, the Mark VIII, Right, the Mark II. They are both Lincolns, but they are two different cars. Each had their own unique sense of elegance. Both featured quiet elegance and both were extremely capable of covering long distances with the maximum comfort.**

The Lincoln Mark VIII is an exceptionally quiet car, too. When you punch the gas, you'll hear a nice but muffled V-8 rumble as the car takes off. When you're at cruising speed, there's a real absence of noise. Tom would say that this Lincoln is "as quiet as a pocketful of Jello." If you need some sound, crank up the JBL audio system. It's great and creates the same theater of sound effect as the Bose system found in competitive contemporary cars.

The Mark II is a pretty quiet car for a '50s hardtop, but the vent windows and lack of door pillars make it hard to prevent wind noise at freeway speeds. Turn on the Mark II's Town and Country radio and all you'll get is AM - after the vacuum tubes warm up. The 6-way power adjustable seats in the Mark II are very comfortable for me; we've taken lots of long trips in ours, and the seats feel as good after eight hours as they did when I first got in. The Mark VIII has about-37-way power adjusting seats. I certainly liked them, and I think that they can be adjusted to fit just about any driver. We didn't take the Mark

VIII on any long trips but, if we did, I bet they'd still feel great 10 hours after we started. Mr. McCahill would have likened the VIII's seating comfort to "a wheelchair upholstered in cream puffs."

What about performance? Well, the Lincoln Mark VIII is a real Hot Rod Lin-

coln. The engine spools up quickly, and you can easily burn rubber from a standing start if you don't engage the traction control switch. I clocked 0 to 60 in 7 seconds flat; *Motor Trend* says 7.2 seconds. On a quiet evening on the Southfield Freeway, I boosted our Mark VIII tester up over 100 mph; it got there quickly and felt great. *MT* says this puppy will do the quarter mile in 15.4 seconds with a trap speed of 95 miles per hour. I have no reason to disbelieve them.

What about the Mark II? Well, *Motor Life* magazine tested one in 1956 and said it would get to 60 in 11.5 seconds. Sounds about right to me. My Mark II does about 12 seconds if you start it in low and manually shift although the 40 year-old powertrain never sounds happy when it's pushed. In contrast, the Lincoln Mark VIII sounds very happy when you push it. It's a little unfair to compare the Mark VIII and Mark II directly. The Mark II is a much heavier car. And it has less horsepower.

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## More Mark II vs Mark VIII

(Continued from page 9)

1977, 1982 and 1994.

By the time she returned to the role on Broadway in October 1995, Ms. Channing had played Dolly more than 4,500 times, missing only one performance — in June of that year, when she left the show for a day to fly to New York from San Diego to accept a Tony Award for lifetime achievement. She had appeared onstage in a cast, a neck brace and a wheelchair, and with viruses that would have felled anyone with lesser determination. (By her own count, she went on to surpass the 5,000 mark.)

She toured 30 cities with that production before opening on Broadway, where "Dolly" played to packed houses for 15 weeks before moving on to Britain, Australia, Japan and China.

Carol Elaine Channing was born in Seattle on Jan. 31, 1921, and grew up in San Francisco, the only child of George and Adelaide (Glaser) Channing. She later recalled that she was both frightened and embarrassed by her mother, a woman of wildly varying moods who kept her from having friends and lied to her teachers about her. But Carol adored her father, a newspaperman

(Continued on page 11)

(Continued from page 9)

When the Mark II was new, Ford Motor Company declined to list its horsepower, but everybody knew that the Mark II had the '56 Lincoln engine which was rated at 285 hp. SAE changed the way they rated engines beginning with the 1971 models. So, by today's measurements, the Continental Mark II probably has 200 or so horses. That's no match for the 280 ponies under the hood of the lighter Lincoln Mark VIII.



**Coming or going, both Marks make real fashion statements. Simple, elegant time-less styling. Nothing more needs to be said.**

Performance is, of course, a relative thing. A 1956 Volkswagen would get to 60 in about 30 seconds. A '56 Corvette would get there in about 7 seconds. The Mark II was in-between but nearer to the Corvette than the VW. Today, the performance gap has narrowed a lot. A 1995 Volkswagen Golf will get to 60 mph in under 10 seconds; a new Corvette LT-1

in just under 6 seconds. At 7 seconds, the Mark VIII is still nearer to the Corvette than the VW. Uncle Tom McCahill would have probably said that the '95 Mark is "as hot as the mustache of a cross-eyed fire eater."

Do I have any complaints about the Mark VIII? Well, when I first drove one in late 1992, the interior looked too stark. They've since added some rosewood trim to warm things up a little, but it still seems a little too clinical to me.

By contrast, the Mark II's interior speaks volumes about luxury. The exterior of the Mark II was considered conservatively styled and relatively chrome-less when it was first introduced, but it's got a lot more chrome than the Mark VIII does. I do like the optional chrome wheels on the VIII; they add a distinctive touch to the exterior. A couple of extra pounds of chrome in the bumper areas and a set of whitewalls would make the Lincoln Mark VIII just about perfect in my book.

The VIII's price is very competitive with other contemporary luxury coupes and, in 1995 dollars, it's about 33 percent less pricy than the Mark II.

Oh ... my other complaint about the Lincoln Mark VIII was that I had to give the car back to Ford. Until I realized that I had to return it, I was, as Tom McCahill surely would have said, "as happy as a pack of fleas at a dog convention!"

Year	Production All Lincolns	Production Mark VIII	Rarest color Mark by model year
1993	173,644	32,370	Aubergine and China Blue
1994	179,166	28,164	Amethyst, Santa Fe and Rose Mist
1995	150,814	20,782	Chameleon Blue
1996	141,476	13,625	Cypress Gold and Desert Violet
1997	166,371	16,805	Pewter Grey
1998	187,121	14,357	Medium Gold Metallic
Totals	998,592	126,103	

**Mark VIIIs make a good entry level collector car. Prices are reasonable and there still many good examples available.**

## Michael Oakley, one of the first...

(Continued from page 10)

turned Christian Science lecturer.

In her 2002 autobiography, "Just Lucky I Guess," Ms. Channing revealed that when she was 16 her mother told her that her father was part black; she kept her racial heritage a secret, she wrote, for fear that it would be bad for her career.

She remained active well into her 80s. Re-viewing her performance at Feinstein's at the Regency in 2005, Stephen Holden of The Times wrote: "Although substantially diminished in power, Ms. Channing's blend of unbridled optimism and ferocious vitality is still a primal show business force field. At 84, she personifies the adult child as natural show-off and clown, brimming with curiosity and humor, accentuating the positive."

Her first two marriages, to Theodore Naidish, a writer, and Alex Carson, a professional football player in Canada, ended in divorce. She had a son, Channing, by her second husband; he was later adopted by her third husband, the television producer Charles Lowe, and as Chan Lowe her son was for many years the editorial cartoonist for The Sun-Sentinel in

(Continued on page 12)

**\$110,000 Lincoln Continentals sell out in 48 hours; 2020 model planned** courtesy Phoebe Wall Howard, Detroit Free Press

Michael Oakley is **one of only 80** people in America who scored a \$110,000 Lincoln Continental within 48 hours of its debut.

"You see a particular car driving down the street or at the Detroit auto show and you say, 'I've got to have one of those,' explained Oakley, 61, of Clinton Township, Michigan.

He waited years for an opportunity to buy the iconic vehicle that made history for its vintage elegance and rare, center-opening "suicide doors."

"My wife is never as excited as I am about cars, but she's certainly a good sport. She has a Jeep Grand Cherokee," said Oakley, a second-generation auto supplier; who noted he has been married 37 years. So, the limited-edition Lincoln will join his 2015 Chevrolet Corvette and 1958 Chevy Bel Air. "Melding the past with the present or future, to me, is a cool idea," Oakley said.

He was among hundreds — mostly from New York, Los Angeles and Miami — who swamped Lincoln dealerships with requests as soon as news broke on December 17 of a handcrafted 80th Anniversary 2019 Continental Coach Door Edition. (Even Bloomington Lincoln accepted an order from someone in the Twin Cities who wanted to be among the early adopters of this iconic car)

"Our first two calls came from New York and the West Coast, each wanted to be first," said Robert Parker, director of marketing at Lincoln. "One customer was one of these people who could have whatever they wanted, and he wanted to match the Lincoln with his aircraft."

The Continental is numbered with special plates, and some buyers want to match a lucky number or a birthday. Car collectors have called, along with high-profile individuals who want to make a glamorous entrance.

"One guy from Tulsa has become a

pen pal" waiting for this vehicle to one day happen, Parker said. "I even got a Christmas card from him this year. Over Thanksgiving, he was texting me because the rumors were heating up. I've never even met this person. I don't know how he got in contact with me." Resonance with the under-40 crowd has been particularly surprising, he said. "December 2018 was the brand's best month in 28 years."

And the future? "We will do a limited 2020 version," Parker said. "We're hearing not only from here in the U.S., but other markets that are interested, too, be it Dubai or Shanghai."

Customers will be notified in February and start receiving their sedans this summer.

The hot seller is on display this past January at the North American International Auto Show at Cobo Center in Detroit. Crowds gather, so it was hard to see the car, said Carrie Way, owner of Crest Lincoln in Sterling Heights, Michigan, who sold Oakley his vehicle.

"We're holding true to who we are," she said, "and who we plan to be."

Lincoln sought to honor Edsel Ford with a custom luxury vehicle in 1939.

Years later, the 1961 Lincoln Continental introduced America to a new design that transformed a failing luxury brand into a hot sedan carrying world leaders, industrial barons and the Hollywood elite.

Initially, Lincoln said the latest incarnation would top \$100,000 and more recently confirmed it would be "priced slightly north of \$110,000."

The 2019 limited-edition model is the most expensive Lincoln sold to date. A Lincoln Navigator Black Label SUV starts at \$96,395 and can top \$103,635 with perks, said Lincoln spokeswoman Anika Salceda-Wycoco. That vehicle has had a waiting list since its release, and owners tout the massage seats, leather-wrapped heated steering wheel and genuine wood trim.

## Hail and Farewell

(Continued from page 11)

Fort Lauderdale, Fla.

Ms. Channing and Mr. Lowe were married in 1956 and were for many years a partnership, with Mr. Lowe negotiating Ms. Channing's contracts and dealing with every detail of her career.

That partnership unraveled in 1998, when they separated after she had accused him of mismanagement. They were estranged at the time of Mr. Lowe's death in 1999. In 2003, Ms. Channing married Harry Kulljian, who had been her junior high school sweetheart. He died in December 2011. She is survived by her son.

Ms. Channing once said that she hoped to die like David Burns, her original co-star in "Hello, Dolly!," who got a big laugh in 1971 in a tryout of the musical "70 Girls 70" in Philadelphia and then keeled over on-stage while the laugh continued.

"The audience didn't know there was anything wrong, you see," she said. "He died hearing the laugh build. I can't think of a better way to go."

By Enid Nemy, NY Times...

From the internet...



Long time North Star member Donald A. "Don" Schlichting passed away this past January 15, 2019 at the age of 84. Don was a resident of Sauk Centre, Minnesota.

A Mass of Christian Burial was held Saturday, January 19 at St. Paul's Catholic Church in Sauk Centre with Rev. Tim Wenzel officiating. Interment and full military honors was at the Minnesota State Veterans Cemetery in Little Falls.

Donald Schlichting was born April 17, 1934 in Royalton, Minnesota to Justin and Martha (Wunderlich) Schlichting. He served in the U.S. Army from 1953 to 1955. On January 5, 1957, he was united in marriage to Jannette Fiereck at Sacred Heart Catholic Church in Sauk Rapids, Minnesota. Don met his wife 64 years ago at a dance and they have been going to dances ever since. He worked for a total of 38 years with Northwestern Bell Telephone Company as a telephone technician; starting out in Little Falls, then in Glenwood, and finally in Sauk Centre. During those years, he was Local Union President for 12 years of CWA (Communication Workers of America) for central and north central Minnesota.

Don was a member of St. Paul's Catholic Church. He was also a former commander of the American Legion Post 67 and served on the Sauk Centre honor guard for many years. He enjoyed dancing, traveling, car collecting, hunting, and snowmobiling. Don and Jannette enjoyed the peace and tranquility of spending time at their cabin in northern Minnesota where they hiked, watched the wildlife, enjoyed cross country skiing with their grandchildren, and where Don hunted frequently.

Don loved Lincolns and a few years ago, he had a 1979 Mark V Collector Series, a 1982 Mark VI Coupe and a 2003 Town Car Signature Series, all very

fine examples of the Lincoln brand. He and his wife, Jannette, were very nice members and Don was an interesting person to visit with.

Survivors include his wife, Jannette Schlichting of Sauk Centre; children, Deborah (Charlie Blomme) Schlichting of Edina, David Schlichting of Richfield, Tom (Mary) Schlichting of Andover, Mike (Teresa) Schlichting of Bloomington, and Randy (Louise) Schlichting of Eagan; nine grandchildren, Luke, Mackenzie, Kyle, Emily, Noah, Annie, Regina, Claire, and Erin; one great-grandson, Owen; and sister, Evelyn Long of Arizona.

Don was preceded in death by his parents, Justin and Martha Schlichting; brothers, Clarence and Albin Schlichting; and sisters, Virginia Chirhart, Elaine Smith, Joanne Rudnicki, and Delphine Sobiech.

Memorials in memory of Don may be made to Habitat for Humanity.

## February Price Report!

FULL-SIZE  
**MERCURY**  
*Marquis*<sup>†</sup>  
FOR ABOUT  
**\$5455\***



WITH ALL THESE FEATURES:  
 ■ Air conditioning ■ Select Shift automatic ■ Power steering  
 ■ Fuel economy ■ Transmission ■ Power locks—dead die  
 ■ Steel-belted V8 radial ■ 100-21 V-6 engine ■ Deluxe wheel covers

MID-SIZE  
**MERCURY**  
*Cougar*<sup>†</sup>  
FOR ABOUT  
**\$4477\***



WITH ALL THESE FEATURES:  
 ■ Air conditioning ■ Select Shift automatic ■ Power steering  
 ■ Fuel economy ■ Transmission ■ Power locks—dead die  
 ■ Steel-belted V8 radial ■ 100-21 V-6 engine ■ Deluxe wheel covers

PRECISION SIZE  
**MERCURY**  
*Monarch*  
FOR ABOUT  
**\$3788\***



WITH ALL THESE FEATURES:  
 ■ Steel-belted V8 radial ■ 100-21 V-6 engine ■ Fuel economy  
 ■ Select Shift automatic ■ Transmission ■ Power locks—dead die  
 ■ Air conditioning ■ Power steering

BRING IN THIS AD AND COMPARE IT TO THE STICKER PRICE.  
 \*MSRP. Excludes destination charge, tax, title, license, dealer fees, and optional equipment. See your Lincoln-Mercury dealer for MSRP and dealer price. Offer good while supplies last. ©1998 Lincoln-Mercury. All rights reserved.

from your Lincoln-Mercury fine car dealers!

Mercury newspaper ad from the 1970s. Like the prices, a Marquis for \$5455..

## My first two cars.....

**By Dave Heeren, Lakeville, Minnesota**

Hearing that you were looking for stories about our first cars, I was disappointed when I realized I didn't remember getting mine. I suspect it was because it was handed down to me from my brother rather than a new purchase from a stranger. However, I definitely remember when my parents bought it new about five years earlier.

**To the Left, the 71 LeMans, Dave's first car.**



71 Lemans parked next to the 77 Pickup bought the same day as the Cougar

It was a gold, 2-door 1971 LeMan's T-37. From what I've been told a T-37 was often purchased by a person who wanted a potentially lighter and faster car than the LeMan's and GTO's that shared the same body style -- or they were purchased by someone who just wanted a car for a low price. My parents were looking for the low cost, buying a 71 model long after the 72 models were out. It was a completely base model that lacked AC, power steering, power brakes, carpeted floors, and even a V-8. It came with rubber floor coverings and a basic AM radio powered by a single barrel inline 250 ci straight six. The only other option this car had was rally wheels. I must admit though that even though it was super cheap, it looked very sharp. The outright cost of this car was just over \$2600 when my father drove it off the dealer's lot. Since I'm a person who spends a lot of time looking at a car's features, it baffles me to think my father didn't even realize it had a 6-cylinder engine until after he bought it and took it for his first drive. Anyway, that became my first car five years later. I cared for it well, but was always a bit embarrassed that it was "all show and no go." Another thing I'll say is that quality wasn't a strong suit of Pontiac's of that era. I constantly had little things going wrong with it for the four years I drove it. It rode very rough, with a lot of wind noise too. It was eventually passed to my younger sister; who drove it through her college years. It was showing its age by the time she sold it to a person in the neighboring town. I saw it dented up a few weeks later, and learned it was completely wrecked within a month or two. I was bothered by that and vowed to never abuse any of my cars.



**T-Bird and Cougar**

The second car that became mine is even more vivid in my memory. It was a 1978 black & silver Cougar XR7. My parents were farmers; who typically bought their cars at year-end after they completed their harvest. This allowed them to know how nice of car they could afford. With that in mind, 1977 was either a more profitable year than 1971 or my parents had more money after moving out 3 of their 5 children. Anyway, my Dad and I found the Cougar in the showroom of Worthington Motors thus all shiny and clean rather than covered in snow like the other cars for sale during winter months. I loved it the minute I spotted it and was thrilled when he was interested in it enough to bring my mother to get her opinion. I worked hard to convince them to buy it in part because I had a good idea that someday it was likely to become mine. It had a 4 speaker FM radio that I remember sitting in the cold garage in January just to listen to the different tracks of sounds coming out of the various speakers. As expected, my parents drove it for their typical three years and sold it to me when I was about to go off to Vo-Tech for the winter in 1980. I drove that car for almost 10 more years, through the farm crisis of the 80s not once letting me down. Finally, by the decade, I felt I should make an upgrade and bought a 1988 Thunderbird. Since the Cougar was still in excellent shape, I kept it as a spare rather than trading it in and risking it would suffer the same fate as my first car. I received many compliments on that car over the next decade or two with the only change being the addition of keystone rims and a little wider, white lettered tires. By 1999 though I left the farm when I moved to Des Moines. I told my dad he could drive the car after his retirement rather than buying an old pickup he was considering. He ended up driving it for many years, on countless miles of gravel roads and occasional even dirt paths into the fields. It never left him down either, but gradually started to show its age to a little greater extent. It's deteriorated a bit more after now being stored, and rarely driven for the past 10 or 15 years. I still own it though and vow to someday restore it back to how I remember it looking in that showroom 40 years earlier.

***Our sincere thanks to Dave Heeren for taking the time to write to us about his first cars. Let's hear from you.***

## North Star Welcome Wagon

by Francis J. Kalvoda, Willmar, Minnesota  
320-235-5777 fjk@charter.net



**The Welcome Wagon**

Greetings from Wintery Willmar where some still truthfully proclaim, "baby its cold outside". So far this winter, Micki and I have only traveled to balmy Bismarck, ND for a few days. For my birthday this month, Micki got me boots that look like cats. They allow me to walk on water this month on any lake in Minnesota. They are called slippurrs. I'm not lion -- when I say I am VERY pleased to present our first new North Star Club members of 2019.



**David and Judi Hale's 1966 Continental**

**David and Judi Hale** and their daughters **Angelee and Ashlee**, 8825 Cain Road, Corcoran, MN 55340, 763-807-3442, email: halesquarters@embarqmail.com. I soon learned that the Hale family likes horsepower, but not necessarily just the horsepower found under the hood of an automobile. Many Lincolns are known for their exquisite design and they have become the standard by which other fine automobiles are judged. That same inspiration seems to be at the heart of the beliefs of the entire Hale family. I will let David tell you about the Hale family and what they enjoy:

*Hello, my name is David Hale. I am 55 years old. I have been married for 31 years to my lovely wife, Judi. We have two wonderful daughters, Angelee Hale-Danielson and Ashlee Kate Hale. We live on a horse farm in Corcoran Minnesota. I manage the farm, my wife*

*trains and shows, and my daughters show reining horses. Reining horse is a western style that is the new Olympic sport. The horse's gait is always in the lope\canter. We do circles, flying lead changes, spins and the signature sliding stop. We have six horses of our own and train and board several others.*



**David and Judi have another sweet car, a 1953 DeSoto**

*I have always liked cars, going to shows and looking at all the different makes and models. Ten years ago, I bought my first vintage car, a 1953 DeSoto Powermaster. I still own it today. I also own a 1986 Alfa Romeo Spider; which my mother bought brand new. The reason I was interested in joining the Lincoln*

*and Continental Owners Club is because I own a 1966 Lincoln Continental convertible that I bought from my sister about three years ago.*

*Our daughters both go to car shows. Angelee is a professional photographer and likes to take pictures of cars at the shows and she has awesome photos on her website [ahfar-photography.com](http://ahfar-photography.com).*

*Ashlee loves car*

*shows just as much as I do and finds time to drive the '66 Continental to them when I can't. She helps with maintenance of the cars along with being a full time college student majoring in glass blowing.*

While you are staying warm inside, go to Angelee's website and enjoy her awesome photos from all over the world. Her site motto is: Experience. Capture. Relive. Repeat. Like the rest of us, David, Judi, Angelee and Ashlee are looking forward to warmer weather to enjoy our horsepower. Some at car shows, others at horse shows. Perhaps one of the North Star Club outings could include a stop at the Hale family farm to see Reining horses in action. **We warmly WELCOME the Hale family to the North Star LCOC!**



**David's Alfa Spider**

# Preview of Coming Events

February      **CCCA Potluck/Auction**, Firefighters Museum, 664 22 Avenue NE, in Minneapolis.  
5 PM, Saturday, February 17, 2019.    RSVP Tom Brace, see back page for more info.

March            **Sunday Brunch** at Jax's Café, Minneapolis, Sunday March 24, at **10:30 AM**  
1928 University Avenue NE, Minneapolis, MN. Note the earlier time.....



## For Sale

### 1990 Mark VII Bill Blass

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



## For Sale

1983 Lincoln Mark VI coupe. Nice red car with white top and white leather interior. New exhaust, EGR valve, plugs, dist cap and wires. New valve cover gaskets. New tires. New fuel injector regulator. Runs and drives great. Nice paint and interior. 47,000 miles. \$5,500.00.

Jim Christenson 320-262-3288

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[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



## **Upper Midwest Region of the Classic Car Club of America POT LUCK DINNER AND AUCTION**

To be held at the Firefighter's Museum  
664 22<sup>nd</sup> Avenue NE, Minneapolis

**Saturday, February 16, 2019**

**Be there at 5:00 PM**

**RSVP Tom Brace 651.644.1716**

**email: [trbrace@comcast.net](mailto:trbrace@comcast.net)**

Talk with Tom about what kind of potluck item you are planning to bring or for possible suggestions.

Please bring an auto related item for the auction. Proceeds will be divided between the CCCA and the Lincoln club. North Star LCOC members are invited.



## **Join us for brunch on *March 24, 2019, 10:30 AM* at Jax Café, 1928 University Avenue NE, Minneapolis, MN**

Today, the rich history of Jax Cafe has served the families of Northeast Minneapolis faithfully for 75 years. Bill Kozlak, Jr. follows in his father and grandfather's footsteps by preserving the rich tradition of Jax Cafe while continuing the promise of uncompromised service.

Known for a warm welcome and traditional atmosphere, Jax Cafe

serves only the finest menu of premium cuts and fresh seafood flown in from all over the world.

**See you there on *March 24, 10:30 AM* for the best brunch in town!**

Please RSVP to Jay White by Thursday, March 20, 2019, at 612-599-6219 or email [jay@jwhiteandassoc.com](mailto:jay@jwhiteandassoc.com) if you plan on attending.

Check back here next month to see what we have in store for April. We will be going to a great place for brunch... Good food and good friends. It just doesn't get any better.

Now that the holidays are over and you are stuck inside with nothing to do, please take some time to write about your favorite Lincoln or how telling us about that first car of yours. It doesn't have to be about a Lincoln, as most of us did not have a Lincoln as our first or even our second or third car. Like the classic Lincoln in your garage, that very first car was a magical experience that most of us will never forget. Send us your story, *Enquiring Minds* want to hear about it. We need to fill up the Northstar News with interesting stories, help us out. Maybe Roger Wothe will even write about his 1929 Oakland.