

Tom Brace undertakes another restoration.



Tom's 1941 Continental Coupe. Sometimes restoration projects are a bit easier when you start out with a fairly good vehicle. It will be fun to see the finished product.

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.

Region member, Tom Brace has never been one to shy away from a restoration project. Over the years, he has done several cars, all turning out exceptionally well. More recently, we have witnessed two very fine vehicles that have been turned into top winners that were under his care. Both were 1937 Lincoln K's, a nice two-window sedan and a 1937 Coupe. These beautiful examples have now gone off to live with new owners, and Tom is now beginning a new project, the complete restoration of a good, sound 1941 Continental Coupe. Tom has written about the first phase of this project, and we are presenting it below. We all look for periodic updates during the restoration process.

I have always admired the 1941 Lincoln Continental Coupe. It is one of the few cars in which the coupe looks as good as the cabriolet. I have always admired convertibles, but never thought I would like to own one. The Oberg's cabriolet is such an extraordinary car; I never wanted to own a car that would be compared to it. As a consequence, the coupe was for me. I have had trouble recently buying a collector car or truck. I bid recently on a 1941 coupe and was not successful. Two sisters were trying to sell the car and I was talking to the wrong sister. Somewhere in the mix was an attorney who was giving questionable advice. As a result, I lost the purchase.

I placed a bid on a fire truck that we had restored. My sealed bid arrived after the due date and was higher than the winning bid. They could see the postmark when I mailed it and claimed that it was found after the fact. I lost that purchase of a truck that had been driven over 2000 parade miles.

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Trivia from the Internet



The McGuire Sisters
Very sweet sounds

The McGuire Sisters were a singing trio in American popular music. The group was composed of three sisters:

Ruby Christine McGuire (July 30, 1926 – December 28, 2018)

Dorothy "Dottie" McGuire (February 13, 1928 – September 7, 2012)

Phyllis Jean McGuire (February 14, 1931 – December 29, 2020)

In the 1950s, when Elvis Presley led the rock-and-roll revolution, the McGuire Sisters were genteel holdovers from an earlier time. In their proper, unthreatening way, Christine, Dorothy, and Phyllis McGuire had popularity rivaling that of Elvis himself. They were on countless magazine covers, and TV shows appeared in

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Editors Message

February 2021

Dear friends and Gentle Readers:
We have managed to skate through January with relative ease. No matter what anyone tells you, the worst of winter is in the rearview mirror. Sure, we will have a few dark and dreary days in February, maybe a good blizzard or two until we get through March, but what the heck, we are talking about 60 days or less. All we need is some good news on the availability of the Covid-19 Vaccine, and things will be really great. Projects of this magnitude always take much longer than initially estimated. But in our great country, we have overcome many, many things over the years, so I do believe that we have the people and the tools to stay on track with the vaccine and that we will eventually come out of this in pretty good shape. We must have hope; without that, where would we be.

Our virtual car show that was so deftly organized by Bob Johnson and Mark Wheeler (Cornerstone Registration) came off very well. I think that it will be something that we will continue. One will be implemented for the Lincoln Museum Homecoming this year. We should have tons of cars online, lots of them from all over the United States. I guess that we will see many familiar cars, plus many that have never been shown before anywhere. It will be a lot of fun and excitement for all who participate. Please email or call Bob Johnson and express your heartfelt thanks for all the hard work he put into the "virtual all Lincoln car show."

Our dues notices for 2021 went into the mail about two weeks ago. Please try to make your payment promptly. A return envelope was enclosed to make life a little easier. If you would update your information as needed, cell phone number, email address, and whatever else that may have changed this past year. Our

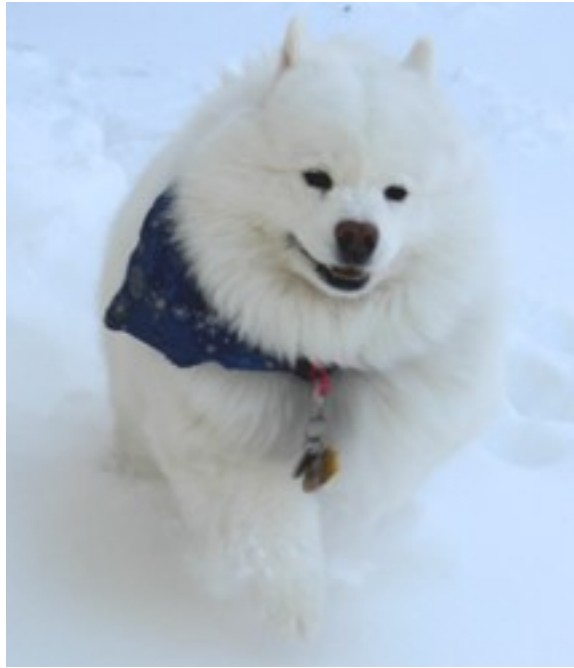
yearly dues remains at \$20, as it has for many years. Our newsletter expenses eat up a large portion of our dues; each newsletter costs 65 cents just for postage. We try to keep our costs as low as possible to keep from having to increase our annual dues.

On another matter, the LCOC had their annual meeting by Zoom about two weeks ago. It was a five and a half-hour session. Technically, it went well, but our people were not as well organized as they should have been. LCOC really needs to do a better job with many different things. We seem to be living in the past, and times "they are a-changing." Our membership keeps dropping year after year, and we are down to about 2100 members at the beginning of 2021.

As the old saying goes, "all politics are local." And the best way to recruit new members is by having active regions, both qualified and capable of having attractive and exciting events that are also affordable. We can do this, and we can build our membership. Gee, we have 330 million people in this country; out of that number, there should be at least five or six thousand that we can sign up in the LCOC. Packard built their last true Packard in 1956. The Packard club has over five thousand members. Studebaker pushed out their last Lark out the factory door in 1962. They have about seven thousand members. Just what is our excuse? Enquiring minds really want to know. It will take some very hard work, but we are up to it.

As soon as the weather gets better, we will do some tours, maybe a trip or two to a drive-in and a picnic. All good things till the vaccine kicks in and we can all close distance socialize once again.

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



Olga having some fun in the fresh snow that came this past weekend in Burnsville. A true northern breed, she really loves new snow.

Directors Message by Bob Johnson February 2021

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nightclubs and concert halls and had ten songs in the Billboard Top 20.

Their two No. 1 hits — "Sincerely" and "Sugartime" — reflected the trio's sweet, earnest image. The sisters had an uncanny sense of timing and close harmony matched by a perky, ever-smiling stage manner.

They were so close that they sometimes held hands as they sang or took their bows. Yet the spotlight seemed to shine the brightest on Phyllis McGuire, the youngest sister, who always stood in the center and sang the lead.

The McGuire sisters were born to Asa and Lillie (Fultz) McGuire in Middletown, Ohio, and grew up in Miamisburg near Dayton. Their mother, Lillie, was a minister of the Miamisburg First Church of God, where, as children, they sang in church at weddings, funerals, and revivals.

When they started singing in 1935, the youngest sister, Phyllis, was four years old. Eventually, they sang at occasions outside church, and by 1949 were singing at military bases and veterans' hospitals, performing a more diverse repertoire than they had in church.

In 1952, the McGuire Sisters moved to New York and landed an eight-week engagement on Kate Smith's radio show. They later won a talent

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The COVID-19 Vaccine is here, but Minnesota seems to be slow getting vaccine allotment for shots for the general public, practically US PERSONS over 70. Once we start getting the COVID 19 vaccine shots, we can maybe get back to normal. I'm going to ask you to notify me when and where you received your COVID VACCINE SHOT. This information will help us to start planning our North Star activities. Please call me at 651-257-1715 or email me at arbor-bob41@aol.com; please give any information to help our members get this Vaccine. We might be able to save one of our members from going through a terrible bout of this disease.

I want to send out a weekly list of who has had the shot, so we can start getting together in small groups if you are interested. This information will help us to start planning activities for our club. It will make a difference in how soon we can start getting together again. For 2021, we will try to do outside events such as a driving tour to any place of interest, go to drive-in restaurants, do regional car shows and start doing drive-bys of area nursing and assisted living homes. I'm looking forward to attending family and North Star activities in less than six months, I HOPE.

The 2021 Lincoln Homecoming at Hickory Corners, Michigan, will Celebrate two Lincoln Car Shows. The first will be a virtual Lincoln car show, which will extend from April 1 to July 28. It will have its own People's Choice awards by decade, voted on by all persons registered for the virtual car show. The second event will be a live one---the annual Homecoming at the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan, August 12 - 15. The live show will also have People's Choice awards by decade. All Lincolns registered for the virtual car show will also be registered for the live car show for the price: \$25; one registration for two car shows. The 2021 Homecoming theme is "Marks Through the Ages," which will recognize all Lincoln Continental Marks, from the first in 1940 to the Mark VIII. Although Continental Marks will be the feature in 2021, Lincolns from all eras are welcome

Our first attempt at doing the 2020 North Star Virtual Car Show in December was a limited success. We had 41 Lincolns entered from 10 different states. The Winner of Best of Show voted by our registered participants was a 1948 Blue Continental Cabriolet, owned by John McCarthy, Crystal Lake, Illinois. The Pre-War Class was won by a 1931 Black Lincoln K Town Sedan, owned by David Schultz, Massillon, Ohio. The Post-War Class was won by a pale turquoise 1960 Continental Mark V convertible owned by Gerald Seibert, Chatham, Illinois. The Contemporary Class was won by a White 2017 Continental Sedan, owned by David Gustafson, Burnsville, Minnesota. The Custom and Modified Class was won by a black 1997 Mark VIII, Owned by Laurie Morganthal, Fresno, California. The complete list of winners will be shown on the website. This Virtual Car Show was a real learning experience; the timing was off as many of our northern cars were already put away for the winter and were not available for photos. Many of our members asked for training on how to upload images to the website. The small space for describing car and history will be doubled, and that was one of best features, finding out about each specific car. Thank you for all your effort to make this a new way to see Lincolns who have never been to a live car show. We will use this feature in the future with better planning and advertising

Our Facebook presence continues to grow, with likes up to 341 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more Facebook items.

Have you thought about writing a Pride and Joy article about your Lincoln? Dave needs your article about your Lincoln; please help him out.

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

Bob and Mary Johnson

Board Of Directors - 2021

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2021
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2022
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2022
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	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2020
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2022

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

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

More Tom Brace's 41 Continental

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Suddenly, a 1941 Lincoln Continental Coupe appeared on a website that somehow the Classic Car Club was involved in. I had about 24 hours to submit a bid. I spoke with the owner, and he was very forthcoming. We all know that a car can look great in pictures and terrible in person. I did bid on the car with the belief that I was going to go through the mechanicals. I would like to make it a tour car for CCCA CARavans and some of the many long drives that our club President loves so much.

What did I buy? The coupe was delivered new to Long Beach, California. It did not have a heater, radio, or overdrive. It is a later production run, so it could have come with a Borg-Warner overdrive. The earlier models had a two-speed rear end. It also came with a special all cloth interior. It appears to have been restored in the early 80s to the standard of the day. It is painted Darian Blue enamel that is badly faded. It did run when it was delivered.

Today, the engine is out of the car and completely torn down. It had been rebuilt once before. There are some interesting upgrades that we are in the process of adding. All of the engine accessories have been rebuilt and are ready to go back on the car. My goal is to check everything as there is no joy being stranded along a road trying to repair an old car. The front end is completely rebuilt, and a new exhaust system has been purchased. The radiator is being recored, and the gas tank is in the process of being cleaned, and a baffle will be rebuilt. A complete wiring harness has been ordered, and an electric fuel pump is wired into the harness. The steering wheel is in terrible shape and will need a complete rebuild.



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Northstar Monthly Board Meeting Minutes

January 7, 2021

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at his home in Shafer, Minnesota, via telephone conference call. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Matt Foley, Bill Holaday, Jay White, Dave Heeren, Jeff Eisenberg, and Roger Wothe. There were no visitors present. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed the results of the Virtual Car Show. There were 41 entries in four categories plus Best of Show. Mark Davis, Dave Gustafson, Ray Nelson, and Brad and Joanie Videen were winners from the North Star Region. All of the 2020 National Meets were canceled. The 2021 Lincoln Homecoming scheduled for Gilmore on August 13 – 15, 2021, is still in planning stages with both Virtual and Live car shows. Registration will be at the end of March 2021. The Western National Meet scheduled for this year is canceled until May 2022. Bob is looking for suggestions for Driving Tours for this year.

Activities Director Jay White announced that there have been 330 Facebook “likes.”

Treasurer Matt Foley announced that the treasury balance stands at \$2,174.48 with all bills paid.

Director Jeff Eisenberg made several suggestions for club events this year and could help bring these events to fruition.

Director Dave Heeren is looking for information on Cushman Motor scooters (he has several in various stages of repair). He also anticipates having an open house when his storage/shop facility is finished.

Membership and Publications Director Dave Gustafson has developed and printed several trifold information brochures and will forward a copy to Bob via email for distribution. Dave has again requested that the membership provide “My Pride and Joy” articles for the newsletter. They aren’t required to be only about Lincolns.

There being no further business, the telephone conference call was ended at 7:40 p.m. The next Board conference call meeting will be Thursday, February 4, at 6:25 p.m.

Respectfully submitted by Secretary Roger Wothe.

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contest and were featured on Arthur Godfrey's popular TV show. Their first Top 10 hits came in 1954, with "Goodnight, Sweetheart, Goodnight" and "Muskrat Ramble," and "Sincerely" reached No. 1 in 1955.

Two years later, they recorded "Sugartime," by Charlie Phillips and Odis Echols, which climbed to No. 1 in 1958 and became the sisters' signature tune:

*Sugar in the mornin',
Sugar in the evenin',
Sugar at supertime,
Be my little sugar,
And love me all the time*

The McGuire Sisters signed with Coral Records in 1952. In the same year, they appeared on Arthur Godfrey's Talent Scouts, and Godfrey hired them for his other shows, where they remained for seven years. The November 1953 issue of *Cosmopolitan* called them "Godfrey's Merry McGuires." The sisters often were compared to the Andrews Sisters. Maxene Andrews said in an interview with Joe Franklin on WOR (AM) radio in 1979, "The McGuire Sisters were fine once they stopped imitating the Andrews Sisters." While working on the

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More '41

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I purchased some wonderful extra parts from Harvey Oberg. Some of the literature I bought talked about how to install a post-war overdrive in a pre-war car. We are doing that, starting with transmission and overdrive that I purchased from Bob Gavrilesco. This has turned out to be a major undertaking, but I am optimistic that it will really improve the performance and make it a grand tourer. I have purchased the correct radio, and it is ready to install. We are in the process of rebuilding the antenna and will need some additional advice.



Some preliminary thoughts to date. This car has a lot of Ford in it. We restored two Lincoln K's, and they are completely different. You can see the Ford heritage clearly in this 1941 coupe. Parts are a lot lighter and are not so massive. The car may be a little more graceful and easier to move around. I am so glad that I have the knowledge of Harvey Oberg and Bob Gavrilesco to draw on. I believe in making the car as authentic as possible. I am well into this project, and I believe that the previous owner fairly represented the car.

Our thanks to Tom Brace for telling us about his current project. We look forward to hearing more about the restoration project in the months ahead. This will be one very fine car when completed.

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Happenings 1941

What happened in 1941 Major News Stories include US Joins World War II after Japanese attack Pearl Harbor, The war in Europe continues to escalate, Germany attacks the Soviet Union, Thanksgiving Day Bill Passed, Churchill launches the "V for Victory" campaign across Europe, GI-bill signed into law, first RAF aircraft equipped with radar, Siege of Leningrad begins,

1941 The war in Europe continued to dominate world affairs but a new threat was growing which would soon involve America as the Japanese caused a threat Asia in the Pacific and preparations for war continued. The British Prime Minister Winston Churchill addressed the joint session of congress asking for help in the form of Arms. The US still continued as normal with 2 great movies produced that year that would stand the test of time "Citizen Kane" and "Dumbo". After many years where parents had decided what teenagers wore a new revolution was happening where teenagers became fashion conscious, also drive-in movies and drive-in fast food were growing in popularity. On December 7th, the US was attacked by the Japanese at Pearl Harbor in Hawaii more than 2400 American servicemen were killed that day and America entered the WAR. And with neutrality ended some 950 tanks were sent to Britain together with food, trucks, guns and ammunition.

Cost of Living 1941 How Much things cost
 Average Cost of new house \$4,075.00
 Average wages per year \$1,750.00
 Cost of a gallon of Gas 12 cents
 Average Cost for house rent \$32.00 per month
 Beautyrest mattress \$39.50
 Average Price for a new car \$850.00
 Apples, Pippin, 25 cents for 2 pounds
 Bacon Sliced 59 cents per pound

World War II 1941
 Germany

The war in Europe continues to escalate with countries joining on one side or the other, and large number of civilian casualties on both sides due to the use of bombing
 In the North Atlantic, the German battleship Bismarck sinks the HMS Hood on May 24th killing all but three crewman on what was the pride of the Royal Navy. Fairey Swordfish aircraft from the carrier HMS Ark Royal fatally cripple the German battleship Bismarck in

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 Godfrey show, the McGuires befriended the singer Lu Ann Simms and attended her wedding to the music publisher Lor-ing Buzzell in July 1956. Buzzell's publishing firm, Hecht-Lancaster & Buzzell Music (co-owned by Harold Hecht and Burt Lancaster), provided two songs for the McGuire Sisters, "May You Always" and "Theme from The Unforgiven (The Need for Love)."

The McGuire Sisters were the Mystery Guests on the May 29, 1955, airing of *What's My Line?* (Fred Allen guessed who they were). In 1958, their mother appeared as a guest challenger on the television game show *To Tell the Truth*.

The McGuire Sisters and the Andrews Sisters met several times during their careers. Phyllis credited Patty, Maxene, and LaVerne Andrews during a television interview with Maxene in the 1990s, hosted by Sally Jessy Raphael, saying that she and her sisters met the Andrews Sisters in New York in the early 1950s and received important advice. The McGuires moved when they sang, often executing dance routines in lavish production num-

What Happened in 1941

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bers on countless television specials. The Andrews Sisters performed similarly in films in the 1940s and were the first female vocal group to move when they sang, rather than just standing at a microphone. The sisters had mimicked that style, as well as those of the Mills Brothers and the Dinning Sisters ever since they were young when they would perform short shows for family and friends in their parents' living room. Phyllis McGuire recounted that she and her sisters did not know any popular songs when they became famous (only the hymns taught to them by their mother); the trio imitated other singing groups long before their success.

They performed for five Presidents of the United States (Richard Nixon, Gerald Ford, Jimmy Carter, Ronald Reagan, and George H. W. Bush) and Queen Elizabeth II. In London, they performed a set for the Royal Variety Performance of 1961.

During the 1960s, the sisters maintained a busy television schedule, making frequent appearances on popular variety programs hosted by Ed Sullivan, Dean Martin, Danny Kaye, Milton Berle, Andy Williams, Perry Como, and Red Skelton. The trio was dressed and coiffed identically and

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torpedo attack. and the attack that follows by Navy Warships sinks the Bismark on May 27th.

Germany attacks the Soviet Union on October 11th and then begins an all out offensive of Moscow.

Nazi Germany launches Operation Barbarossa, the invasion of the Soviet Union.

More Information for Operation Barbarossa

1. The Soviet Union and Nazi Germany sign the Molotov-Ribbentrop non-aggression pact on August 23rd of 1939.
2. World War II begins in September when Germany invades Poland.
3. Hitler orders the invasion of the Soviet Union on June 22nd in what was known as "Operation Barbarossa," breaking the Molotov-Ribbentrop pact.
4. Germany invaded the Soviet Union with an estimated force of 3 million soldiers covering over 2,000 miles of Soviet front. Germany's soldiers were better trained and had better equipment than those of the U.S.S.R.
5. Despite the appearance of German superiority, the Nazis had severely underestimated the Soviet Union. German troops were unprepared for the incoming Russian winter and the Soviet Union's forces outnumbered the German troops. This meant that despite being able to break through the Soviet armies, there were always more Soviet soldiers waiting. They also underestimated the strength of the Soviet regime, as the German leadership was sure that it would be toppled within a few months due to lack of support.
6. By July, German troops were within about 200 miles from Moscow.
7. In September, Germany begins the Siege of Leningrad; which will last until 1944.
8. By October, German and Soviet troops begin the Battle of Moscow. The Battle of Moscow is a failure for Germany and ends in January of 1942.
9. The invasion left Germany vulnerable, opening itself to a two-front war. The weakness caused by the failing German invasion of the Soviet Union was made evident when the United States and Allied forces successfully invaded Western Europe through France in the Battle of Normandy (D-Day) during June of 1944.
10. Operation Barbarossa ultimately failed and although the war did not end until 1945, the invasion of the U.S.S.R. hastened Nazi

Germany's defeat during World War II.

11. The cost of the invasion was heavy for both sides, but especially for the Soviet Union as the estimated number of lives lost was in the millions, many of them civilians.

German Aircraft sink a Russian Hospital Ship killing 7,000

Germany invades Yugoslavia

Nazis take and occupy Athens in Greece

Germany gets within 50 miles of Kiev in Russia

United States

Japanese Navy launches a surprise attack consisting by the Imperial Japanese Navy on December 7th of the United States fleet at Pearl Harbor, thus drawing the United States into World War II.

United States officially declares war on Japan
Hitler and Mussolini announce they are at war with America who retaliates with its own declaration of war

Willy's Jeep Introduced for use by the US Army

U.S. President Franklin D. Roosevelt is inaugurated for his 3rd term as US President.

U.S. President Franklin D. Roosevelt signs the Lend Lease Act providing military aid to the Allies

More Information for the Lend-Lease Act

The Lend-Lease Act was introduced to the United States Congress during January . The Lend-Lease Act was proposed by President Roosevelt who had implored legislators to adopt the Act in his annual address to Congress. The Act would allow the United States, who had not yet entered World War II, to give military supplies and defense materials as well as food and oil to the Allies (particularly Great Britain) fighting against the Axis Powers during World War II. The Lend-Lease Act was passed in March after much debate and remained in effect until August of 1945.

U.S. President Franklin D. Roosevelt signs the GI-bill to provide financial aid to veterans returning from World War II.

Churchill and Roosevelt meet to discuss what will happen after the end of World War II.

More Information for the Atlantic Charter

British Prime Minister Winston Churchill and U.S. President Franklin D. Roosevelt met during August to discuss goals and the future for the Allies after the end of World War II.

They met on naval ships in Placentia Bay,

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More 1941 Events....

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performed synchronized body movements and hand gestures with military precision. Their recordings of "Sincerely," "Picnic," and "Sugartime" all sold more than one million copies.

They retired from public appearances in 1968, giving their last performance that year on *The Ed Sullivan Show*. Phyllis McGuire continued to perform solo for a time. The group's demise is often attributed to Phyllis's long-standing personal relationship with mobster Sam Giancana (although for years, she claimed that their friendship was strictly platonic), which reportedly led to the group's blacklisting.

During one of his 1960s court appearances for which Phyllis was subpoenaed, Giancana told reporters outside the courthouse, "Phyllis knows everything" about the rumored unethical behaviors of John F. Kennedy and his brother Robert.

Phyllis resided for decades in a famously show-cased mansion in Las Vegas, boasting its own beauty parlor, a swan moat, and a replica of the Eiffel Tower, which actually rose through the home's roof. When asked by Barbara Walters during a 1980s ABC-TV 20/20 interview from within the mansion if any of the money to build the lavish

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Newfoundland and came up with eight common goals for the end of the war in what was known as the Atlantic Charter. While the Atlantic Charter was not a treaty, it laid the foundation for the creation of the United Nations. Some of the principles in the agreement included that the United States and United Kingdom would not try to gain territory from the war and there should be international cooperation to improve living conditions worldwide.

The United Service Organizations (USO) begins operations providing coffee, donuts, and entertainment to US military forces. The United States Service Organizations, also known as the U.S.O., was created by President Franklin D. Roosevelt during February. The non-profit organization was founded during World War II with the intention of providing entertainment and support services to U.S. troops and their families. Many celebrities soon became involved with the U.S.O. and would visit and put on live shows for troops, with Bob Hope most noticeably involved in the organization. The U.S.O. was well-liked by many and created a home away from home for military personnel who had been stationed away from their own homes and families. The U.S.O. closed down in 1947, but was later reactivated during the Korean War and has been operational during conflicts since.

United Kingdom - Enigma Code is Broken

1. The Enigma Machine was created and patented by Arthur Scherbius in 1918. He created the Chiffriermaschinen Aktiengesellschaft (Cipher Machines Corporation) to commercially market them to businesses in 1923. It looked like a typewriter, users would type a message into the machine and then use the 3 to 5 wheels/rotors to scramble it. To decipher a message you would need to know the exact rotor settings.

2. The code machine was soon adopted by the German military. It was first adopted by German Navy in 1926, then the German Army in 1928, and finally the German Air Force in 1933. Germans thought it was unbreakable so they used it often and for many types of communication.

3. Polish code breakers, including Marian Rejewski, had worked on the code during the late 1920s and early 1930s when it was first broken. The mathematicians who had figured out ways to decipher the code fled to France

after the German invasion and continued their work. They also shared their secrets with the British when it became clear that Germany would invade Poland. Polish code breakers reconstructed an Enigma machine successfully between 1933 and 1938.

4. Alan Turing worked for the Government Code and Cipher School (GC & CS) at Bletchley Park in Buckinghamshire, England prior to the start of World War II. Turing joined Bletchley Park full-time in 1939 and took part in top secret work that specifically focused on breaking the Enigma Code.

5. The code breakers at Bletchley Park were stationed in several "Huts" where each Hut would be dedicated to a specific task related to breaking the code. Alan Turing and Hugh Alexander were in charge of Hut 8 and Gordon Welchman, John Jeffreys, and Stuart Milner-Barry were in charge of Hut 6. Hut 3 was used to interpret messages of the German Air Force and Army which were deciphered by Hut 6. Hut 4 was used to interpret messages of the German Navy which were deciphered by Hut 8.

6. Alan Turing and Gordon Welchman invented the Bombe, an early computer that would help decipher the code, in 1940. The bombes were used to determine possible settings of the Enigma machine and the first one was located in Hut 1.

7. In May of 1941, British Navy captures the German U-110 submarine and removed the naval enigma machine. The Germans did not know that the machine was intercepted as the British sunk the U-boat after retrieving it.

8. On July 9, 1941, there is a breakthrough deciphering the Enigma code used by the German army to direct ground-to-air operations on the Eastern front by British cryptologists.

9. They used some of the weaknesses of the Enigma machine itself to figure out how to break the code, but mostly relied on German user-error of the machines to help determine settings. They also used common phrases that were in many messages. Intelligence gathered through breaking the code was named "Ultra" and considered highly classified. It was rarely used by the British so as to avoid detection by the Germans.

10. In February of 1942, Germany tightened Enigma's security by adding an extra wheel to multiply the possible settings.

11. Cracking the code by Britain was believed

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1941 Events Continued...

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home came from Giancana, Phyllis denied the innuendo, claiming that she invested heavily in oil when the sisters were at the height of their popularity. In the same interview, she acknowledged that her relationship with Giancana was, in fact, a love affair, saying, "When I met him, I did not know who he was, and he was not married, and I was an unmarried woman. And according to the way I was brought up, there was nothing wrong with that. And I didn't find out until sometime later really who he was, and I was already in love."

The sisters reunited in 1986, performing at Toronto's Royal York Hotel for the first time since their retirement. Numerous nightclub engagements followed in Las Vegas, Atlantic City, and New York City's Rainbow & Stars, showcasing the group and Phyllis' impersonations of Peggy Lee, Judy Garland, Pearl Bailey, Ethel Merman, and even Louis Armstrong.

Singing their greatest hits as part of their act, they were also featured performing specialty numbers such as the frantic "I Love a Violin," the a cappella "Danny Boy," and a segment during which Phyllis retired backstage as Christine and Dorothy shared the spotlight playing a concert arrangement of "The

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to shorten the war by about two years and the Allies did not reveal that they had even cracked the code until 1974 due to the highly classified nature of the work that occurred at Bletchley Park.

During April, Japan and the Soviet Union signed a five-year non-aggression pact. The two nations agreed to remain neutral with each other after World War II began. The two nations had historically been enemies in the past, but agreed to the non-aggression pact in order for both countries to concentrate troops on larger problems rather than each other. The Soviet Union had signed a similar agreement with Nazi Germany in 1939, but in June Germany invaded the USSR and broke their pact. The USSR and Japan's pact stayed intact until 1945 when Stalin agreed to declare war on Japan at the Yalta Conference to end the war more quickly.

Germany Begins the Siege of Leningrad which lasts until 1944
North Africa

Allies push back against German troops in North Africa during Operation Crusader.

More Information for Operation Crusader

1. Operation Crusader, during World War II, begins in November .
2. The operation took place in North Africa where the British were nearly defeated by the German and Italian forces during the Siege of Tobruk.
3. Operation Crusader saw the British Eighth Army relieve the British Seventh Armored Division, ending the siege by launching a surprise attack against the Axis troops.
4. The attack was completely unexpected and caught German Lieutenant General Erwin Rommel off-guard, leading to the first British victory over German ground troops during WWII in Africa.
5. Operation Crusader went on until the end of December and when it ended Rommel was able to quickly re-group and gain back much of what the Axis forces had lost.
6. It was, however, important in proving that Germany's Africa Corps could be defeated and gave hope for the Allies to make future gains in Africa during World War II.

U.S. -- Citizen Kane Premieres

1. The classic film "Citizen Kane" premieres in New York City, Chicago, and Los Angeles during May.

2. The film was released in the rest of the United States later that year.
3. The film was written by Orson Welles and Herman J. Mankiewicz.
4. It was directed by Welles who also starred in the title role.
5. "Citizen Kane" was Welles' first feature film and he was given mostly free reign to create the film as he wished, which was unheard of at the time.
6. It told the life story of fictional newspaper magnate "Charles Foster Kane," who was widely believed to be based on real life magnate William Randolph Hearst.
6. Filmed in a style completely different to most movies of the era, it is often praised for its unique and revolutionary storytelling which featured a lot of flashbacks.
7. The initial reception of the film was tepid as many theaters refused to show it due to Hearst's opposition.
8. It was, however, nominated for nine Academy Awards and won for Best Writing.
9. "Citizen Kane" is still considered by many to be the greatest American film of all time.

Thanksgiving Day

A bill creates the fourth Thursday in November as Thanksgiving Day

Popular Culture

Dumbo

The Maltese Falcon

Popular Musicians

"Chattanooga Choo Choo " by Glenn Miller

"Daddy " by Sammy Kaye

"Green Eyes " by Jimmy Dorsey

"I'll Be with You in Apple Blossom Time

" Andrews Sisters

Born This Year

Linda McCartney September 24th

Chubby Checker October 3rd

Paul Simon October 13th

Pete Best (Original Beatle) November 24th

Paul Anka July 30th -- Ottawa, Ontario, Canada

Joan Baez January 9th -- Staten Island, New York, U.S.

Beau Bridges December 9th -- Los Angeles, California, USA

Mama Cass September 19th -- Baltimore, Maryland, U.S.

Dick Cheney January 30th -- Lincoln, Nebraska, United States

Julie Christie April 14th -- Chabua, Assam, British India

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Way We Were" on twin pianos. Other highlights in the act were a comical Trinidad-flavored tune, a soft rendering of "Memory" from Broadway's *Cats*, and a "Money Medley," which they also performed live on the Jerry Lewis MDA Telethon in 1994. Since then, the sisters had made occasional public appearances together, including in 2004, when they reunited to perform in a PBS special *Magic Moments: Best of '50s Pop*. The sisters' command of their vocal cords and harmonious blend, perhaps the most impressive of any trio before or since, had not significantly diminished.

After their careers wound down, they opened a restaurant in Bradenton, Florida, calling it *McGuire's Pub*.

They were inducted into the National Broadcasting Hall of Fame in 1994, and in 2001, they were inducted into the Vocal Group Hall of Fame. They also have been inducted into the Coca-Cola Hall of Fame and the Headliners' Hall of Fame. They were inducted into the Hit Parade Hall of Fame in 2009.

The McGuire Sisters were among hundreds of artists whose tapes were destroyed in the 2008 Universal fire.

Christine was married six times. Her first marriage to Harold Ashcraft

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North Star LCOC Virtual Car Show



John McCarthy won best of "Virtual Show" with his 1948 Continental Cabriolet.

After running for a month, the 2020 North Star Virtual Car Show was completed on the 28th of December. We had a successful show, with 41 Lincolns entered from 10 different states. The Winner of Best of Show voted by our registered participants was a 1948 Blue Continental Cabriolet, owned by John McCarthy, Crystal Lake, Illinois. The Pre-War Class was won by a 1931 Black Lincoln K Town Sedan, owned by David Schultz, Massillon, Ohio. The Post-War Class was won by a pale turquoise 1960 Continental Mark V convertible owned by Gerald Seibert, Chatham, Illinois. The Contemporary Class was won by a White 2017 Continental Sedan, owned by David Gustafson, Burnsville, Minnesota. The Custom and Modified Class was won by a black 1997 Mark VIII, Owned by Laurie Morganthal, Fresno, California. The complete list of winners will be shown on the LCOC website.



Above, the winner of the Prewar class, a 1931 Lincoln K Town sedan, owned by David Schultz. It is mostly original; maintained, never restored. Driven on numerous tours including 1,500 mile CCCA CARavan. History from new known; purchased new at Schildkraut Lincoln in Queens, New York. David Schultz is the fourth owner. Cost new in 1931: \$4,900. First automobile to be

equipped with dual downdraft carburetor (Stromberg). Includes original trunk and luggage (used on trips and tours).



Gerald Seibert won the Post-War class with his 1960 Continental Mark V convertible. It is a mostly original 47k mile car. This Mark V is decked out in pale turquoise, normally seen on its cousin, the Ford Thunderbird. This Continental is as fun to drive as it is to look at.



The Contemporary Class was won by David Gustafson, with Charles. Charles is a 2017 Lincoln Continental, which I purchased new in August of 2017. It presently has about 12,600 miles, just hardly broken in. It has an endless list of standard and optional equipment. If you like technology, this is a perfect car for you. After a fourteen-year absence from the Lincoln model line, a new tenth generation Continental went on sale in late fall of 2016. Despite a lot of consumer research and opinion gathering, production of the Continental ended in October of 2020. It is a wonderful car to drive, fast and nimble and fully able of covering many, many miles in a single day. Those who purchased them, were really quite fond of them. The sad part, is that Lincoln could never quite figure out just how to market them to the car buying public. Ford and Lincoln have abandoned the sedan segment of the marketplace for short term profits. We hope that this is temporary, and that

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More Virtual Car Show

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 (1942 until August 16, 1950), she had two children, Herold and Asa. Christine later married John Henry Teeter (December 30, 1952, until December 18, 1962), Robert Hugh Spain (December 12, 1967, until 1970), Guy Marks (from 1975 until unknown), George Rosenfeld (from ?? until his death on August 23, 1996), and David Mudd (2002 until his death on August 19, 2011). All the latter marriages remained childless.

Christine's grandson, Army Cpl. Evan Asa Ashcraft, aged 24, was killed in Iraq in 2003 when the convoy in which he was traveling came under fire.

On July 30, 1951, Dorothy married Sgt. John Henry Brown, whom she divorced on January 9, 1956. During their childless marriage, Dorothy was romantically linked with singer Julius La Rosa. On December 6, 1958, she married Lowell James Williamson, with whom she had two sons, Rex and David.

In November 1952, Phyllis married Cornelius (Neal), Anthony Burke Van Ells. They divorced in 1956. She had no children.

On September 7, 2012, Dorothy McGuire died at her son's home in Paradise Valley, Arizona, after suffering from Parkinson's disease and age-related dementia; she was 84.

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 Continentals and Town Cars will eventually return.



Laurie Morgenthal, of Fresno, California won the Modified and Custom class with her 1997 Mark VIII. She has the following to say about her Mark. "It began with a simple muffler replacement of the enormous factory Walker's to Magnaflow knockoffs. When the owner of the muffler shop started her for the first time, people came from around the corner to see exactly what was making that magnificent noise. I couldn't believe what glorious V8 rumble was hiding in plain sight! One thing followed another as I learned more and more about the car until it culminated in a Vortech V3 SCi supercharging system with all of the underpinnings of support. The list of performance parts is long and many of them I did in the garage after exhaustive research periods... usually nine months at a time including parts gathering. So yes, she very much is my baby. Haha! Suffice to say that she went from approximately 225 RWHP to 390 and is an absolute classy scream to drive. My dream car hotrod Lincoln!"

Runners up also include some great Lincolns, and here they are....



Tony Russo owns this 1941 Continental Coupe. He further describes it as follows: "Volanta Coach Maroon over Tan Leather Interior. This automobile was the last Continental Coupe built with a Full Leather Interior and Leather Headliner before WW II."



Mark Davis, St. Peter, Minnesota won the Third Place, Pre-War class. Mark offers the following about his fine 1937 K convertible: "My convertible came about by chance. A friend was at the auction in Kissimmee, Florida trying to buy a car he wanted very badly. We were exchanging emails during his efforts. I requested that he send me a picture of what he was bidding on. He did that, and to the left on the picture, I recognized a familiar front fender. I asked for a picture of the neighboring car. The rest is history; it's a marvelous car!"



Brad and Joanie Videen, Cambridge, Minnesota won Second Place in the Post-War category with their 1956 Premiere coupe. Brad purchased this car from my godparents in 1976. It has been in five family weddings, including ours in 1979. Stock, except for radial tires. Full power, including AC. Has optional multi-luber "For that freshly greased feeling every time you drive!"



Third Place in the post war category was awarded to Elayne Bendel of Mission Viejo, California. Elayne is the happy owner of a

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Virtual Car Show Continued...

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Dorothy's husband of 54 years, Lowell Williamson, died six months later on February 25, 2013, after sustaining a fractured back from a fall; he was 89.

Christine McGuire died in Las Vegas, Nevada, on December 28, 2018, at the age of 92. No cause of death was given.

Phyllis McGuire, the last surviving member of the trio, died peacefully at her estate in Las Vegas, Nevada, on December 29, 2020, of natural causes; she was 89.

The McGuire Sisters, and most especially Phyllis McGuire, who lived in Las Vegas, were the 1995 HBO movie Sugartime subjects, which depicted a romantic relationship between Phyllis and mobster Sam Giancana. Actor John Turturro played Giancana, and Phyllis was played by [actress Mary-Louise Parker](#).

The Robert Altman film Come Back to the Five and Dime Jimmy Dean (1982) prominently features The McGuire Sisters' music. Their [number one](#) single, "Sincerely," is lip-synced by the film's stars Cher, Karen Black and Sandy Dennis as "The Disciples of James Dean."

From the internet...

1964 Lincoln Continental convertible. And she offers a little more about her Lincoln: "Just 3,300 convertibles were built by Lincoln for 1964. My convertible sports the same colors inside and out that it wore the day it was built—Oct 23, 1963. Lincoln offered 20 colors for '64, numerous internal colors and several interior styles. My car's rare external color, Buckskin, was cancelled just one month after this car was built early in the model year. As a result, less than 40 Buckskin convertibles were built new and only a handful survive. In fact, this is the only one I know with a Buckskin exterior, Palomino interior, pleated leather seats with buttons and beautiful original carpet in as-delivered condition. But she is not just another pretty face. Her complicated convertible system still works along with her 6 power windows, factory A/C, radio, power antenna, etc. and the original 430 cu in engine. She has been my Lincoln sidekick since 1975 from Florida to Pennsylvania to California. I hope to enjoy her for many more years and keep sharing her with Lincoln enthusiasts of all ages. "



Second Place, Contemporary class was awarded to Dan Stahle, Brownsville, Wisconsin. Dan owns this 2018 Lincoln Navigator, which is the best of highway cruisers. It has the Reserve L package and is equipped with all of the options available, except without the Trailer Tow package.



James Ayres, Costa Mesa, California, Third Place, Contemporary class, for his

2015 Lincoln MKZ. Jim bought it new with almost every available option, and now has 139,000 miles.



Ray and Jeanine Nelson of Ham Lake, Minnesota won the Second Place award in the Custom and Modified class. Their 1948 Continental Coupe has been heavily modified and includes all of the creature comforts that you would want in a capable cruiser. Ray reports that his Coupe has a 1986 Lincoln 5.0 motor, cruise control, air conditioning. It is truly a joy to drive.

Testing the MK VIII



We recently came upon this article in one of the back issues of Continental Comments. It is a road test by Joe Sherlock, who used to write occasionally for Comments and other fine car publications. I decided it would be worth reprinting in the Northstar News. Joe takes a look at some of the good points of the Mark VIII and makes some good comments. For those of you who would like a nice car to start out your collection with, one could do no better than a nice Mark VIII. The supply is still fairly plentiful and at prices that are affordable by most entry-level collectors. They are a joy to drive and are fairly miserly on gas consumption.

When the Lincoln & 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

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Checking out the Mark VIII

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 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 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 bandleader Paul Whiteman. Unk 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

luxury 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 10 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.*"



Noted automotive writer, Uncle "Unk" Tom McCahill.

By comparison, step into a Continental Mark II, and the controls are generally within easy reach. However, 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 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.*"

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,

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More Mark VIII

(Continued from page 13)

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 adjust 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 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."



The Mark VIII features a nice, well organized dash layout. Everything needed is within close reach by the driver.

What about performance? Well, the Lincoln Mark VIII is a real Hot Rod Lincoln. 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 seven 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.

When the Mark II was new, FoMoCo 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.

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 seven 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 six seconds. At seven seconds, the Mark VIII is still nearer to the Corvette than the VW. Unk 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 Mark II exterior was considered conservatively styled and relatively chromeless 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% 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!"

1941 Events continues...

(Continued from page 9)

Desmond Dekker July 16th -- Kingston, Jamaica
 Neil Diamond January 24th -- New York City, United States
 Placido Domingo January 21st -- Madrid, Spain
 Art Garfunkel November 5th -- Forest Hills, New York, U.S.
 Wilson Pickett March 18th -- Prattville, Alabama, U.S.
 Otis Redding September 9th -- Dawson, Georgia, U.S.
 Percy Sledge November 25th -- Leighton, Alabama, U.S.
 Martha Stewart August 3rd -- Jersey City, New Jersey U.S.
 Tommy Thompson November 19th -- Elroy, Wisconsin, U.S.
 Susannah York January 9th -- Chelsea, London, England

Technology

The first RAF aircraft equipped with radar

The Gloster-Whittle E 28/39 Jet aircraft flies successfully over Cranwell, England

Preview of Coming Events

Happy New Year. Our best wishes for 2021

For 2021

Three major Lincoln Car shows being planned for 2021. Due to the pandemic and the various unknowns associated with the disease management, we cannot be absolutely certain that there will be Lincoln shows as presently scheduled for calendar year 2021. As of November 1, 2020, the following sanction Lincoln club meets are scheduled:

LCOC Eastern National Meet, Morgantown, Pennsylvania, June 9-13, 2021

LCOC Mid-America National Meet, Springfield, Illinois, Sept 15-19, 2021

Please check the Lincoln Club website from time to time for the latest information concerning the above events.

The 2021 Lincoln Homecoming, is scheduled to be held August 13-15, at Hickory Corners, Michigan. The theme will be, "Marks Through the Ages" 1940 To 1998.

The Lincoln Motor Car Foundation website will display the most current information as soon as it becomes available. Speaking for the foundation, David Schultz, LMCF chairman. "We're looking forward to seeing Continental Marks from all eras," and "That includes original, restored and customized Continentals. Owners need not be members of a Lincoln club to join in on the fun.



For Sale

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

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

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www.northstarlroc.org Click on publications.

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

North Star Activities

Lincoln of Bloomington, the place to go to for your next Lincoln

We invite you to stop by and visit with our good friends at Lincoln of Bloomington. If you need a new or late model car, they have a wide selection of really great Lincolns to select from. Do you want a "slightly used, but well cared for" vehicle for a tad less money, they might have the perfect car for you. Our good friends at Lincoln of Bloomington have done their best to support the North Star club over the past few years, and we would appreciate it if you would try and support this fine business. Either sales or service, they will do their best for you.

The Lincoln Motor Car Heritage Museum is for You! America's passionate love affair with the Lincoln automobile continues to inspire new generations. This is demonstrated in a variety of ways, including the formation of affinity clubs in which enthusiasts can share their interest in a particular brand or segment of the automotive market, past and present. The Lincoln automobile inspired the creation of four major affinity clubs, these motivated the creation of the Lincoln Motor Car Foundation, its Museum and its work of Sharing the Living Legacy of the Lincoln Motor Cars. The Grand Opening of the Lincoln Motor Car Heritage Museum took place August 9, 2014.

We invite you to explore what we have to offer and visit the Lincoln Motor Car Heritage Museum located on the Gilmore Car Museum Campus in Hickory Corners, Michigan. The Museum is open Monday through Friday from 9 a.m. to 5 p.m, Saturday and Sunday from 9 a.m. to 6 p.m.

We suggest that you visit the Museum's website to learn more about this remarkable facility. Open your computer browser and go to: lincolncarmuseum.org



For Sale 1979 Lincoln Mark V

Shows under 37,000 miles, two-owner car.

Diamond Blue metallic paint, rare color for 1979. Matching blue leather interior. Has moon roof and all other accessories Lincoln offered in 1979. Always garaged, never driven in winter. A

great car for either touring or showing.

No dings, dents or scrapes. Have all maintenance records and factory manuals. Fairly priced at \$14,500/best offer. Call Maxine at 320-269-7547 Minnesota.