

Center opening doors return to the Continental



Lincoln’s new Pride and Joy

“Notice the doors,” the vintage advertisement for the Lincoln Continental began. “And notice how they open. From the center, to make everyone’s entrances graceful.”

With that, an enduring automotive design legend was born – the coach doors – or center-opening doors; which conveyed elegance and a touch of Hollywood glamour.

Today, six decades later, Lincoln is bringing back a modern version of these iconic center-opening doors with the introduction of the Lincoln Continental 80th Anniversary Coach Door Edition. A limited run of just 80 units will be produced.

The Continental Coach Door Edition arrives as Lincoln is riding a new wave of product momentum. Following the reveal of the all-new Lincoln Aviator at the Los Angeles Auto Show, this 80th Anniversary Continental celebrates the heritage of one of America’s most beloved luxury sedans.

“This Lincoln Continental echoes a design that captured the hearts of car enthusiasts around the world,” says Joy Falotico, President, The Lincoln Motor Company. “It’s something bespoke only Lincoln can offer in a thoroughly modern way.”

Glamour and allure. Lincoln Continental began as a custom luxury vehicle hand-crafted by chief stylist Eugene T. Gregorie for Edsel Ford in 1939. Years later, the 1961 Continental introduced the unique center-opening doors and a chrome-accented upper shoulder line that established a signature look for Lincoln.

“The center-opening doors became synonymous with the Lincoln Continental, even though they were only featured primarily in the ’60s,” says David Woodhouse, design director, The Lincoln Motor Company. “But they struck such a chord that they’re still

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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



**Penny Marshall
1943 - 2018**

Carole Penny Marshall was an American actress, director, and producer. She was the daughter of Marjorie Marshall, a tap dance teacher, and Tony Marshall, a film director and producer. Her parents' background in entertainment, along with her brother, Garry Marshall's, background as a screenwriter-director and her sister's background as a casting director and producer, gave rise to Marshall's career in the industry.

Carole Penny Marshall was born in the Bronx, New York City, New York, on October 15, 1943, to Marjorie Irene (née Ward; 1908-1983), a tap dance teacher who ran the

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Editors Message

January 2019

Gentle readers... 2018 is starting to fade in the rear view mirror. We have a New Year ahead of us with a lot of opportunities to do some good things for our families, friends, and others around us. Lets do what is right, what is best and not what is expedient.

This issue has some news about the new Aviator, a three seat SUV, the little brother to the Navigator. It will be a delightful vehicle; which will have a broad appeal for those looking for a lot of quality, but in a smaller package than the Navigator. Prices are expected to begin around \$50K. This is an all new vehicle, from the ground up and most of the content is exclusive to Lincoln.

We are also featuring coverage on the very limited Continental "Coach" edition. By very limited, there will be just 80 — count 'em, 80 copies of this very exclusive Lincoln manufactured and sold in 2019. It is my understanding that you may go to your local "Black Label" dealer and sign up for one of the 80 sold this year. With only 80 being made, it would appear that you would have a better chance of getting front row seats to a Garth Brooks concert than actually taking delivery on one of these very rare Continentals.

Center opening or "Suicide" doors have not been offered since the fourth generation Continentals of the 1960s. These "slab sides" were truly icons of the day and while they had plenty of fine styling, most people will remember them for the doors, and the fact that our thirty-fifth president was often seen riding around Washington in one of these fine cars. The public has been clamoring for the return of this unique design, and once again Lincoln disappointed their customers when

the current Continental arrived without center opening doors. The current Continental is a very fine car, but it appears there was not enough to set it apart from every other five passenger sedan in the marketplace.



Sweet Olga is taking a break from all of the holiday season activities. She is curled up in one of her favorite chairs and is hoping that her dad will stop bothering her with the camera so she can continue on with her nap. Every girl has to have her beauty sleep.

Lincoln did listen, however, and has commissioned a custom coach builder in Massachusetts to do a special build of 80 extended length (6 inches) Continentals with "coach" type, center opening doors. Lincolns will ship Continentals and parts off to the coach builder; who will cut them in roughly the middle, add [six inches](#) of length and reverse the opening of the rear doors. These will be Black Label cars, fully equipped

and with the custom builders charge, the price will be somewhat north of \$100K per copy. If you are lucky enough to own one, you will be in very exclusive company. My advice, empty out your grandchildren's college fund, cash in one of your retirement plans and get in line at one of your nearby Lincoln dealers for one of these fine cars.

We are beginning our 18th year of publishing this most glorious newsletter. It has always been fun and very interesting. Along the way, we have gotten to know one another and for some of us, shared in each other's joys and sadness. It has been a marvelous journey and I do hope that we can do it for a few more years before the flame finally goes out. Keep up the good work and stay in touch, I do appreciate your phone calls and emails very much.

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

Directors Message by Bob Johnson January 2019

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Marjorie Marshall Dance School, and Anthony "Tony" Masciarelli (1906-1999), later Marshall, a director of industrial films and later a producer. She was the sister of actor/director/TV producer Garry Marshall and Ronny Hallin, a television producer. Her birth name, Carole, was selected because her mother's favorite actress was Carole Lombard. Her middle name was selected because her older sister, Ronny, wanting a horse in the Bronx, was saving her pennies; her mother chose the middle name in an attempt to console her.

Her father was of Italian descent, his family having come from Abruzzo, and her mother was of German, English and Scottish descent; Marshall's father changed his last name from Masciarelli to Marshall before she was born. Religion played no role in the Marshall children's lives. Garry Marshall was christened Episcopalian, Ronny was Lutheran, and Marshall was confirmed in a Congregational Church, because "[Mother] sent us anyplace that had a hall where she could put on a recital. If she hadn't needed performance space, we wouldn't have

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Mary and I hope that you had a very joyous Christmas and a Happy New Year. We again spent the Christmas holidays with our family at our home. We now have lived in Shafer for 48 years in the same house and has the local area changed since 1969. We started winter about a month early this year with a very short fall season. Now we get to hope for a very early spring. The older I get, the less I enjoy the winter season, but that is my choice to tough it out here in Minnesota. When you look at all the weather problems across our great US we here in Minnesota have it very good, I know that is why I live here, that is my story, and I'm sticking to it.

In January, Dave will be sending out our North Star membership renewals for 2019. Region dues will remain at \$20 again for this coming year. Dave Gustafson would appreciate your updating the information on the renewal form and send it to Matt Foley with your renewal check, so we can update our membership records.

Our January Sunday Brunch will be on January 27 at Dehn's County Manor, 11281 Fernbrook Lane North, Maple Grove, Minnesota at 11:30 a.m. They have a great breakfast menu at very reasonable prices. Please RSVP to Jay White by Wednesday, January 23, at 612-599-3219 or email jay@jwhiteandassoc.com if you plan on attending. Again, RSVP now, the room size is dependent on the number of persons that we know will be attending, please help us in planning this event. Consider bringing along a friend that maybe interested in the Lincoln club. You do not have to own one to be a member — just an interest in fine automobiles and interesting people

On behalf of the North Star board of directors, we want to thank all of you who attended, hosted, planned and worked on our activities in 2018, especially the 2018 Mid-America National Meet. It truly was a great year and it would not have been possible without your hard work and enthusiasm. Being your Region Director really gives me the chance to meet all our members and it has been very rewarding. The effort and work we put in these activities is well worth the time spent. Mary and I have many fond memories about what we did at the Mid-America National meet this past summer.

We want to, again, welcome these 14 new members that have joined LCOC and the North Star Region during 2018. These new members are our future, please call and welcome them to our club; Gregory and Sasha Stein, Edina; Alex Earl Kelly, Arden Hills; Mike Lamora, Ham Lake, Raul Interian, Tyler; Cory Wagner, Woodbury; Scott and Jenni Johnson, Falcon Heights; Kory Kompelien, Brooklyn Park; Tony and Kim Karsnia, East Bethel; Charlie Johnson, Wayzata; Emily Taylor, Bloomington; Clarence and Kathleen Stender, Nya; David S Hale, Corcoran; Greg Gjerdingen, Willmar and Louis and Judith Cosention, Excelsior.

The sixth annual Lincoln Homecoming, August 7 - 12, 2019, will offer a unique twist --- not only will Lincolns of all eras be on display, but **all Ford-built vehicles** are invited to join all the festivities; which will be held at the Four Point Hotel in Kalamazoo and at the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan. **A new major feature is added for Monday, August 12**, a full day at the US 131 Motorsports Park, Martin, Michigan where you can run your car or just watch. You can just drive your car on the track or punch it for speed and time. Our cars have the horsepower to move out at whatever pace you choose. At the US 131 Motorsports Park, you can do it in a supervised and lawful environment. You will be able to do as many timing runs as the day will allow during our six hour time block

Our North Star Region will have three members attending the winter National LCOC Board Meeting this January in Tucson, Arizona, Dave Gustafson, Dick Koop, and Jon Wessel. If you have any suggestions as to better the LCOC, please send them to any one of them to take to the Board Meeting. For 2019, Paul Temple was elected to fill my Executive Vice President position on the LCOC Board and I know that Paul will do better than I ever did. 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

More 2019 Continental

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remembered so fondly today.”

Woodhouse says the element is both dramatic and distinctive. “It was truly a watershed moment for us in terms of iconic design,” he adds.

Each of the 80 units in this limited production for 2019 will have a special door sill plate featuring its number in the run. A limited number of additional Continental Coach Door Edition sedans will be available as well for the 2020 model year.

The Lincoln Continental 80th Anniversary Coach Door provides the refinements and advanced features today’s luxury vehicle client desires. From the doors to the seating to the Lincoln Black Label interior, no detail has been overlooked. Rear-seat amenities are uniquely tailored, featuring an elegantly crafted pass-through console that offers a stowable tray table with tablet holder and wireless charging pad.

Rear-seat passengers will be more comfortable than ever. The six inches added to the car’s wheelbase allow for the placement of the larger coach doors, while also delivering best-in-class second-row legroom.

Celebrating form and function. The center-opening coach doors are a celebration of both form and function. Woodhouse says they showcase the interior of an exceptionally beautiful vehicle. The 90-degree opening makes for easy, graceful entry and exit by allowing passengers to turn to sit to enter, then exit the car by stepping forward and out.

“People appreciate elegance and glamour,” says Woodhouse. “And they want the easiest way to get in and out of a vehicle. These doors answer to both.”

The car is meticulously crafted inside and out, integrating technologies that both assist and entertain. This Continental senses a driver’s approach and lights up with Lincoln’s trademark sequential welcoming embrace. Its award-winning Head-Up display contributes to a custom driving experience by letting drivers choose what information is

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Hail and Farewell - Richard Magner

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bothered."*

*She grew up at 3235 Grand Concourse, the Bronx, in a building on a very long thoroughfare; which was also the childhood home of Neil Simon, Paddy Chayefsky, Calvin Klein, and Ralph Lauren. She began her career as a tap dancer at age three and later taught tap at her mother's dance school. She graduated from Walton High School, a public girls' high school in New York and then went to the University of New Mexico for 2-1/2 years where she studied math and psychology. While at UNM, Marshall became pregnant with a daughter, Tracy Reiner (née Tracy Henry), and soon after married the father, Michael Henry, in 1963. The couple divorced three years later in 1966. During this period, Marshall worked various jobs to support herself, including working as a choreographer for the Albuquerque Civic Light Opera Association. In 1967, she moved to Los Angeles to join her older brother Garry Marshall, a writer whose credits at the time included TV's *The Dick Van Dyke Show**

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We are saddened to report the passing of our friend and long-time North Star club member, Richard Magner, this past November 23, 2018. Dick

was 80 years old at the time of his passing and had been undergoing long term treatment for cancer and cardiac problems. Dick and his wife, Mary, were active in our local club and regularly attended North Star events until health issues prevented attendance.

In addition to his wife, Mary, he is survived by his daughter, Ann, son, Steve, brother, Joseph, and a number of grand and great grandchildren. Services have been held.

Dick was a car guy through and through. Over the years, he owned a number of really fine Ford products, including a memorable 1960 Lincoln Continental. In 2002 this Continental was featured in a "Pride and Joy" article in the Northstar News. We would like to further remember Dick by reprinting the story at this time.

Here is the story (from 2002) in Dick's own words...



"I purchased this vintage Continental MK V February 14, 1990, with 61,340 actual miles. The original owners told to me, by fellow LCOC member Milt Peterson, were a home building contractor and his wife. This MK V was her car, and her husband owned a Cadillac of a similar age. Milt told me he was in the landscaping business and worked together with this builder. Milt says he even got to ride in this car on several occasions. The Contractor told his wife to sell this car because the brakes were no good and needed

shoes. The "For Sale" sign on the window, parked out in a gas station, caught the eye of Milt. He then bought the MK V and was the second owner for about 18 years.

In the early 80s, Milt drove this car to Indianapolis, for an LCOC regional meet and received 98 points in competition. Milt was always impressed by the way the car drove at speed. 85 miles per hour seemed to be a good cruising speed. I first saw this MK V at the Minnesota State Fairgrounds in about 1985 at a car show being held there. Milt showed me the car and all the fine points. He later called me about a possible purchase of this car, but being in the apartment rental business buying up many properties to rent out, I was short on cash and had to pass on the purchase. I lost track of this car until I received a call from Dave Gustafson, in the early part of February 1990. He said an aqua MK V was for sale by a Ford dealership in Farmington; which was going bankrupt and needed to sell some of his collector cars. Oddly, I just purchased a white MK V four door from a seller in Washington State. It needed a lot of work and a new transmission. Dave gave me a description of this MK V and several telephone calls later the car arrived in front of my home here on Lake McCarrons Boulevard. One test drive and I knew this MK V was Milt's and it drove like a dream. I wrote out the check there and then without another thought. Along the way, the rear bumper received a hit; which required removal, straightening by experts and then it was replated, along with the bumper ends. Finally, spring arrived in April 1990, and I was out, new bumper and all, driving my new toy. The next thing to do was to repaint this car, but Mary, my wife, said absolutely NO and stated the car must stay all-original. It never got the new paint job I longed for. Rubbing compound, wax and a lot of polishing restored the finish fairly well, and today, it still looks good. Over the years, maintenance needed to be done, starter and the Bendix spring were replaced, as well as a new radiator, all new brakes and related components, bat-

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(1961-1966). On April 10, 1971, Marshall married actor/director Rob Reiner, who adopted her daughter and gave her his last name. Her marriage to Reiner ended in 1981, but Reiner and Marshall have five grandchildren together.

Marshall first appeared on a television commercial for Head and Shoulders beautifying shampoo. She was hired to play a girl with stringy, unattractive hair, and Farrah Fawcett was hired to play a girl with thick, bouncy hair. As the crew was lighting the set, Marshall's stand-in wore a placard that read "Homely Girl," and Fawcett's stand-in wore a placard that said "Pretty Girl." Farrah Fawcett, sensing Marshall's insecurity about her looks, crossed out "Homely" on the Marshall stand-in placard and wrote "Plain." Marshall and Billie Hayes were the only actresses to audition for the role of Witchiepoo for *H.R. Pufnstuf*, produced by Sid and Marty Krofft. Marshall thought that she wasn't right for the part, and Hayes

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More Magner

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tery and heavy duty cables, carburetor rebuild and some other minor items which were fixed by Jim French in his shop.

Today, 42 years later, the spare tire has not hit the road yet, but is full of air and ready. The unitized body construction makes this car very rattle-free and quiet. The breezeway, retracting rear window; which works very well and all the power windows and vents are a natural air conditioner and work well to move air through the car. This car is very heavy and rides very well and the 430 cubic inch engine with the smooth automatic drive really moves this car down the freeways with the best of today's cars. The large wrap-around windshield gives you visibility not found in most vehicles of the era. Options abound, including remote review mirrors, signal seeking town and country radio, power steering and brakes, windows, seats and traction control, limited slip differential. Not many of these models survive today and I am fortunate to have one in top condition — inside and out.”

Editor's Note: Several years after this article was published, Dick sold this fine Continental. We believe that it is happily residing in a new home in Norway.



1960 Luxury

Lincoln and the competition in 1960

Lincoln was at the end of a three year style cycle. The 1961 models would be totally new in all respects, and would take the marketplace by storm and would be the envy of the other auto manufacturers. However, the 1960 Lincoln was a quality product and much refined over the first year (1958) model in many respects. Let us take a brief look at the marketplace and check out the other offerings. Cadillac, the sales leader in the marketplace, was also undergoing changes in its own styling. Gone were the large fins that everyone remembers from the 1959 cars. Large and wide, but still two inches shorter than the Lincoln, it was still an imposing sight to see cruising down a boulevard or at speed on the highways. Interiors were tastefully done in either leather or various types of cloth and leather combinations.

Cadillac, to its credit, out produced both Lincoln and Imperial by very large numbers. They offered 5 different series in their production lineup; which included the following:

Series 62, two models of the four door hardtop style, a four window and a six window, a 2-door hardtop and a convertible. Cost at factory \$5,080-\$5,455.

Deville; which also included a four window and six window hardtop, and a two door hardtop, a Coupe de Ville. Cost \$5,252-\$5,498. Series 60, a "Fleetwood" four door hardtop, six window sedan. Cost \$6,233. Series 64; which included the Eldorado Seville, a two door hardtop, and the Biarritz, a convertible. Cost \$7,401.

Series 69, the Eldorado Brougham, a four door hardtop sedan, very limited production run of 101. Custom all the way, with a price of \$13,075 was one of the most expensive American cars produced. Series 75, the true nine passenger sedans, in both sedan and limousine styles. About 1,500 of this style were produced in 1960. Cost \$9,533.

All 1960 Cadillac's were powered by a 390 cubic inch engine with a 4.0 x 3.875

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Lincoln and the Competition in 1960

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got the role.

After her divorce from Michael Henry, Marshall worked as a secretary and raised her daughter alone. She accepted an offer from her brother to appear in a movie he had written and was producing, called *How Sweet It Is* (1968). She landed another small role in the film *The Savage Seven* (1968), as well as a guest appearance on the hit television series *That Girl*, starring Marlo Thomas. In 1970, Garry Marshall became the executive producer of the television series *The Odd Couple*. In 1971, Penny Marshall was added to the permanent cast to play Oscar's secretary, Myrna, and held the role for four years. In Marshall's final appearance on *The Odd Couple*, her character, Myrna, married her boyfriend, Sheldon ("They forgot the 'o' on his birth certificate; legally, it's 'Sheldn'"), played by Rob Reiner, at the time her second husband. The episode included Marshall's real-life siblings, Garry and Ronny, as Myrna's brother and sister, Werner Turner and Verna Turner. Before appearing on *The Odd Couple*, Marshall was considered for the role of Gloria Bunker Stivic on

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inch bore and stroke. Standard horsepower was 325, and in the Eldorado series with three dual throat carburetors, 345 hp.

Imperial was a changed car for 1960. Virtually all Chrysler products from the era 1957 through 1959 suffered from rust and other body integrity problems. 1960 brought new bodies and other construction techniques; which help solve most of the structural deficiencies. Imperials were offered in four series, the Custom, Crown, Le Baron, and Crown Imperial. All models featured headlights that were recesses under the overhanging front fenders. The grille had a clean, fine vertical and horizontal pieces treatment. Circular signal light pods were mounted on the lower half of the stylized wing bumpers. Side trim started above the headlights and ran at a slightly downward angle, almost to the end of the rear fender. Chrome trimmed taillights once again protruded from the tailfins. Some 17,707 Imperials were manufactured this model year.

The Custom series included a 2-door hardtop priced at \$4,923, a 4-door hardtop priced at \$5,029 and a 4-door sedan also priced at \$5,029. The Crown series featured the same models as above with prices ranging from \$5,403 to \$5,647. Also, in this series was a convertible at \$5,774. The Le Baron models featured a 4-door sedan and a 4-door hardtop. Both were priced at \$6,318. About 1,700 Le Barons were sold this year. The Crown Imperial model was the 4-door limousine and priced at \$16,000. Truly a custom model — only 16 were sold this year. All Imperials were powered by the same engine, 413 cubic inches, 350 hp. Bore and stroke, 4.18 x 3.75 inches. The carburetor was a Carter four barrel. Torqueflite was the automatic transmission, a three speed unit; which was controlled by pushbuttons on the left side of the dash. Wheelbase was 129 inches for the standard models and 149 inches for the

Crown Imperial. 44.7 percent were delivered with air conditioning, and 92.9 had power windows. Like Lincoln and Cadillac, there was a long list of optional equipment to order.

The 1960 Lincoln was a continuation and improvement of the new styling that was introduced in 1958.

The biggest changes for 1960 were a full-length mid-body chrome spear; larger tailfins wrapped in chrome; new instrument panel; altered horizontal grill; more conventional style front bumper and Ford like square roofline. All 1960 Lincolns came with power brakes, power steering, heater and defroster, undercoating, white-wall tires, clock, radio, windshield washer, padded dash, center rear arm rest and dual exhaust.

All Lincoln Continentals were powered by a V8 engine, 430.0 cubic inch, with a bore of 4.30 inches and a stroke of 3.70 inches. Horsepower rating of 315. Compression ratio 10.00:1. *1960 Lincolns were really big cars. The overall length of 227.2, made it the longest American car this year.* They were wide, too, 80.3 inches. Factory weight of the lightest model, a Lincoln (base model) was 4,929 lbs, and the MK V Executive sedan weighed in at 5,495 lbs. Tire size was 9.50 x 14.

Lincoln production numbers

4-door sedan	\$5,441	1,093
4-door hardtop	\$5,441	4,397
2-door hardtop	\$5,253	1,670

Premiere (upscale)

4-door sedan	\$5,945	1,010
4-door hardtop	\$5,945	4,200
2-door hardtop	\$5,696	1,364

Continental MK V (Really upscale)

4-door Executive	\$10,230	34
4-door Town sedan	\$9,207	136
4-door sedan	\$6,854	807
2-door hardtop	\$6,598	1,461
2-door Conv	\$7,056	2,044
4-door hardtop	\$6,845	6,604

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All in the Family. She ultimately lost the part to Sally Struthers while her husband, Rob Reiner, was cast as Gloria's husband, Michael "Meathead" Stivic.

In 1974, James L. Brooks and Allan Burns, executive producers of the situation comedy *The Mary Tyler Moore Show*, cast Marshall as Janice Dreyfuss, sister-in-law to Paul Dreyfuss (played by actor Paul Sand) in the series *Paul Sand in Friends and Lovers*. It aired on CBS-TV Saturday nights beginning September 14, 1974, as part of the powerhouse lineup of *All in the Family*, *The Mary Tyler Moore Show*, *The Bob Newhart Show*, and *The Carol Burnett Show*. Despite good reviews and decent ratings, it was canceled mid-season. Brooks and Burns, along with studio head Grant Tinker, were so impressed with Marshall's comedic talent that the following season, they hired Marshall and actress Mary Kay Place to play Mary Richards' new neighbors (Paula and Sally Jo, respectively) on *The Mary Tyler Moore Show*, after Mary moved into her new apartment in a high-rise. Then Garry Marshall, creator/part-time writer for *Happy Days*,

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More 2019 Special Edition Continental

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projected onto the windshield display. The feature is so innovative that it is visible even with ambient lighting and when the driver is wearing polarized sunglasses.

In keeping with the spirit of arriving in style, the 2019 *Lincoln Continental's* innovative electronic door system allows doors to be unlatched in a smooth, single motion, making entry and exit both effortless and quiet.

With Lincoln's exclusive 3.0-liter twin-turbocharged V6 engine, Continental delivers the power and performance today's luxury clients expect with an impressive 400 horsepower and 400 lb.-ft. of torque. Three Drive Modes, including Normal, Sport and Comfort, allow clients to personalize their driving experience.

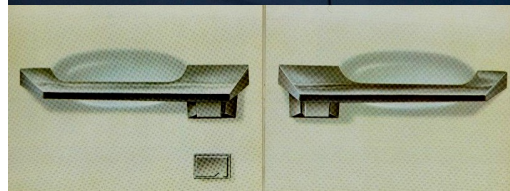
To complement its smooth, powerful drive, this special edition features Perfect Position seats that adjust 30 ways, plus Active Noise Control for a quiet interior. A Revel® Ultima Audio experience allows drivers to select one of three listening modes, including stereo, audience and on-stage.

Continental clients will have their choice of Lincoln Black Label themes, the brand's most personalized level of luxury, including Chalet and Thoroughbred. Lincoln Black Label not only provides the highest quality of materials in customized designer themes, it also offers a host of membership privileges. These include annual vehicle detailing, anytime carwashes, and access to a selection of restaurants where noted chefs will provide a curated dining experience.

This limited-edition model is available to order now through Lincoln Black Label dealers. The Lincoln Continental 80th Anniversary Coach Door Edition is set to arrive next summer.

Editor's Note: It is expected that the price of this special edition custom Lincoln will be in excess of \$100,000.

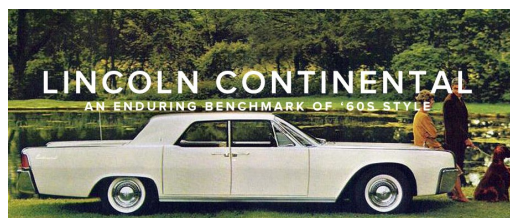
Information from Lincoln Media and the internet.



Above - Door handles circa 1961



The much loved, truly iconic 1961 Continental, still looks good 58 years later.



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cast Marshall and Cindy Williams to guest on an episode of that show. The installment, titled "A Date with Fonzie," aired November 11, 1975, and introduced the characters Laverne DeFazio and Shirley Feeney (played by Marshall and Williams, respectively). In that episode, Laverne and Shirley were a pair of wise-cracking brewery workers; who were dates for Fonzie (played by Henry Winkler) and Richie (played by Ron Howard). The pair were such a hit with the studio audience that Garry Marshall decided to co-create and star them in a successful spin-off, *Laverne & Shirley* (1976-1983).



Laverne and Shirley

At the encouragement of her brother, Marshall became interested in directing. While starring on *Laverne and Shirley*, she made her debut as a director and directed four episodes of

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The all new 1961 Lincoln Continental



Above: 1961 Lincoln Continental Convertible. The world's only production 4-door convertible model at the time and representative of Lincoln's classic new look trim new size and award-winning styling that put the styling departments at the competition on alert! Lowering the top required only pulling on a T-handle control while sitting in the driver's seat. The deck lid, hinged at the rear, unlocked itself, opened, an extension panel tucked in under the deck lid rotated up to extend the length of the rear deck, the top unlatched itself from the windshield, stored itself in the luggage compartment, and the deck lid closed and locked itself. The entire process took about a minute from start to finish.

The measure of how successful the 1961 Lincoln Continental was in the marketplace depends on what you compare it to. If you compared 1961 sales to those of the 1960 Lincolns and Continentals, they weren't so hot — considering the 1961 models were completely new. Compared to top luxury leader Cadillac, sales were dreadful with Cadillac racking up 138,379 for the model year. Only when compared to the Imperial (1961 production of 12,258) did the Lincoln come off looking successful. Considering how respected and admired the sixties Lincolns have always been, this may seem surprising at first, but to understand you have to look at the situation in terms of 1961 new car sales.

First of all, Lincoln had just come off a three year period when its styling left a lot of luxury car buyers cold. The 1958-60 Lincolns and Continentals were huge cars, with cantilevered headlamps up front, a variety of roof lines that should have made identification of the various models

easier, but to many were just confusing, and jutting body lines that changed considerably during the three year styling series in an attempt to improve sales. They weren't bad looking cars, especially considering what else was being marketed at the time, but they weren't setting sales records either. So to many Lincoln customers of the past, the fact a new model year was upon them was hardly the motivation necessary to rush to the Lincoln showrooms.

Pure elegance...with a two-year/24,000-mile pledge of excellence.

Now, America has a new kind of fine car, with greater luxury and less length—11 inches less. Specifically designed for today's close-packed traffic, the new Lincoln Continental is slimmer, easier to park and handle. But its greatest achievement is in standards of quality so high that it alone, among all American fine cars, is now warranted for two full years or 24,000 miles.

Doors open at the centerline for ease of entrance. Contour-ripped seats are cushioned with nearly twice the usual amount of foam rubber. America's largest V8 engine, the first hydraulic windshield wipers, this country's only four-door convertible—all this and more makes Lincoln Continental a classic automobile of enduring value.

LINCOLN-MERCEDES DIVISION, Ford Motor Company.

Lincoln Continental

*Ford Motor Company warrants to its dealers, and its dealers, in turn, warrants to their Lincoln Continental customers as follows: That for 24 months or 24,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers, of any part with a defect in workmanship or materials. Taxes are not covered by the warranty; appropriate adjustments will continue to be made for the size comparison. Owners will remain responsible for annual maintenance service and timely replacement of maintenance items such as filters, spark plugs, ignition points and wiper blades.

Elegant advertising of Lincoln for 1961

The new '61 Lincoln was smaller, too. This was at a time when big cars equaled status and sophistication. People didn't quite know what to think since the change between '60 and '61 was so abrupt.

Another reason for the slower sales in '61 was it took a while for word to get around that Lincoln quality really was incredible, as the previous models didn't

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More on the 1961 Lincoln

(Continued from page 9)

that show as well as other TV assignments. In 1979, she directed several episodes of the short-lived sitcom *Working Stiffs*, starring Michael Keaton and James Belushi. She soon moved on to theatrical films, her first film being *Jumpin' Jack Flash* (1986) starring Whoopi Goldberg. She got this gig when the original director dropped out. She also gave her daughter Tracy and her brother Garry roles in the film.

Marshall directed several successful feature films from the mid-1980s onwards, including *Big* (1988) starring Tom Hanks (the first film directed by a woman to gross over US \$100 million), *Awakenings* (1990) starring Robin Williams and Robert De Niro, *A League of Their Own* (1992) with Geena Davis, Tom Hanks, Madonna and Rosie O'Donnell, and *The Preacher's Wife* (1996) starring Denzel Washington and Whitney Houston. In 1991, she was awarded the Women in Film Crystal Award.

In 2010-2011, Marshall directed two episodes of the Showtime series *United States of Tara*. In 2013, *Women in Film and Video pre-*

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exactly have a perfect score on quality. The new '61 models also had a slightly later introduction; which meant there were still some unsold brand-new 1960 models sitting on dealer lots. One dealer told his new car sales manager to park all of the unsold 1960 inventory in the back, as he'd prefer to have no Lincolns visible from the street until the 1961 models arrived! The concern was people would drive by, see the '60 models sitting in front, and assume they were the new '61 cars; which hadn't even been delivered yet!

Another objection that worked against the '61 Lincolns initially was the price. At a base price of \$6,067 for the Sedan, the Lincoln was priced \$600 more than the least expensive 1960 Lincoln model. The least expensive '61 Cadillac was \$5,080, and the least expensive Imperial was \$4,925. So it would seem the Lincoln was asking a premium over the models it was competing with! The difference was Lincoln's higher level of standard equipment, things that most luxury car buyers paid extra for anyway, but on first inspection, this may not have been clear to some shoppers.

Lincoln's simply elegant new styling was a sharp departure from its competitors; which both had remnants remaining of styling influences dating back to the fifties. While Lincoln's design was completely new and fresh—a new direction for the sixties—Cadillac was still devoted to tail fins, although they were retracting into the car from their 1959 height; which some considered to be of questionable taste. Cadillac was using a two year styling cycle at the time, and the '61 design was all new. Imperial also retained the finned look and also got a new front appearance with free standing headlights, a look that harkened back to the classics, and seemed a bit at odds with the soaring fins in back.

Of the top three luxury makes in America, only Lincoln showed a sales

increase for the year, however slight it might have been. Sales would improve dramatically for Lincoln in 1962 and the first signs that the competition was reacting to the new Lincoln would be seen that year, as well. Cadillac was still far ahead of its competition in sales figures, however, so there was a lot of road ahead for Lincoln to cover. The gap would close during the remainder of the sixties, but it would be the seventies before Lincoln would truly prove to be a capable challenger to Cadillac's leadership role with the Continental Mark series.

If you've always wanted a Lincoln Continental, many feel the 1961 models are the ones to seek out. They are among the rarest due to low production, and some believe that the first model year of a new design is the one that best reflects the designer's vision.

You should know that some items that later became standard weren't offered in 1961, such as remote control exterior mirrors, power vent windows, and a power antenna. These cars were very well designed, very well built, and if a car received even reasonable care over the years, it has likely held up pretty well. Rust can be a concern, especially since these are of unibody construction. Corrosion can be very expensive to repair on a unibody, even more than on body on frame construction.

Check the rear quarter panels, passenger compartment floor and lower doors and rockers for signs of rust or previous repairs. The bottoms of the front fenders can also be susceptible to rust as well. On Convertibles, make sure the top works properly — these can be expensive to repair if inoperable. New electronic components are available that make the top operation more reliable if originality isn't a huge concern, but they are still expensive to buy.

Some of the early Lincoln parts from this series can be troublesome, such as the heater and air conditioner controls.

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1961 Lincoln continued

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sented her with the Women of Vision Award. In 2014, Marshall announced she was developing a biopic on Effa Manley entitled *Effa*.

Marshall had a brief relationship with singer Art Garfunkel in the mid-1980s, and he credits her with helping him through his depression. Their friendship stayed strong even after their romantic relationship ended. Garfunkel would later say of Marshall, "Everything changed. Penny is a sweet human being who can bring anybody down to earth. We had a lot of laughs, great sex, and a ton of party nights."

In 2010, it was reported that Marshall had been diagnosed with lung cancer that had metastasized to her brain, but she revealed in 2012 that she was in remission.

Marshall died in Los Angeles from complications of diabetes on December 17, 2018, at the age of 75.

Following Marshall's passing, her ex-husband Rob Reiner took to Twitter to say: "I loved Penny. I grew up with her. She was born with a great gift. She was born with a funnybone and the instinct of how to

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Later years improved these parts because of issues, so check to make sure all the ducts work and air flows from where it should.

Owning one of these Continentals is a real joy, as almost everyone knows what it is and most people really love them. They were a departure in many ways from other motorcars of their day, and stand out because the design was so timeless. Finding an unspoiled original example becomes more difficult with each year that passes, but they are out there. Prices are very reasonable for what you get, to the dismay of collectors who want to sell them.

Expect to pay a premium for those elusive clean originals and for Convertible models. Air conditioning was optional and is a desirable option to look for if you live in a warm area of the world. Pay close attention to the electrical items on these cars. Lincoln was fond of relays, and a non-working electrical component could be due to a failed relay; which can be expensive and time consuming to repair.

In general, buy the best one you can find—it always costs more to restore one—so paying more for one that's already been restored can save you money in the long run, provided the restoration was done properly.

There were some changes during the production run that you should be aware of:

Early '61 cars had steering columns mounted lower, leaving less clearance between the lower rim of the steering wheel and the front seat. This made getting in and out a bit more difficult. Later cars had the column raised slightly for additional clearance.

Early cars had concealed clips retaining the door handles, while the later ones had visible screws.

The chrome horn ring on early cars was under the steering wheel spokes, while later cars had the horn ring on top.

On cars with factory air, an additional drop down vent was added along the top on all but the earliest models to improve overall cooling inside the car.

Early production units had more extensive use of leather for seat side panels, and later cars instead used matching vinyl in these areas, a change that continued from that point forward, with few exceptions.

A guide was added to the hood latch on later production cars and was not included on the earlier ones.

The Industrial Design Institute awarded a Bronze Medal to the designers of the 1961 Lincoln Continental.

1961 ushered in new styling that would establish a "look" for Lincoln that would be retained for many years to come. Basic 1961 styling was continued through 1965, with a major restyling for 1966.

1961 was the first year for:
Lincoln's "classic" look
Center-opening rear doors
Four door convertible model
123 inch wheelbase
Continental Mark II-inspired taillight design

Curved window glass in doors
Fully automatic convertible top design that retracted into luggage compartment (previous models retracted into the top well behind the seat)

The 1961-1963 Lincoln Continental is considered among the most handsome large American cars ever produced. Chiseled, classic lines from the pen of Elwood Engel stayed the same through these years except for minor grille insert and rear panel changes. It was superbly engineered with a rigid unit body/chassis, extensive sound insulation, very close machining tolerances, and an unprecedented number of long-life service components such as a fully sealed electrical system and thorough factory-applied corrosion protection.

The big Lincoln 430 V-8 from previous years was retained in somewhat de-

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use it. I was very lucky to have lived with her and her funnybone. I will miss her." Broadcaster Dan Rather tweeted, "Mourning the loss of a funny, poignant and original American voice. Penny Marshall was a pioneer in television and the big screen who understood humor comes in many forms, and some of life's deeper truths require a laugh. She will be missed."

Ron Howard, her onetime co-star, and like her an actor who went on to become a celebrated film director, stated on Twitter, "She was funny & so smart. She made the transition from sitcom star to A List movie director with ease & had a major impact on both mediums. All that & always relaxed, funny & totally unpretentious. I was lucky to have known & worked with her."

Major League Baseball tweeted the following statement: "We join the baseball community in mourning the passing of Penny Marshall, director of A League of Their Own."

From the internet....

More '61 Lincoln

(Continued from page 11)

tuned form. Each car was bench tested at 3500 rpm for three hours before installation (equivalent to nearly 100 mph), and all cars were given individual 12-mile road tests before shipment, reflecting the strong emphasis given quality control. This car also reintroduced the convertible sedan body type, the first since Kaiser-Frazer's 1949-1951 model. More compact than its immediate predecessors, this Continental rode the same wheelbase as the very roadable 1952-1955 Lincolns.

Pluses of the 1961-1963 Lincoln Continental:

Styling excellence, high quality, fast and remarkably agile for the luxury class, poshness, convertible sedan's uniqueness, allure, a Milestone car.

Minuses of the 1961-1963 Lincoln Continental:

Mechanical complexity, electrical bothers, somewhat rust-prone

The 1961 presidential limousine was a special bodied Lincoln Continental which Ford Motor Company assembled at its Lincoln plant in Wixom, Michigan in January 1961. Hess & Eisenhardt of Cincinnati, Ohio was responsible for customizing the car to function as a presidential parade limousine, literally cutting it in half, reinforcing it, extending it 3 ½ feet in length, and making numerous other modifications. Ford Motor Company and Hess & Eisenhardt collaborated on engineering and styling. It debuted at the White House in June 1961. The car remained the property of the Ford Motor Company, which leased it to the Secret Service for the nominal price of \$500 per year.

By the numbers

Production numbers by year	4 door sedan	4 door convertible
1961	22,203	2,857
1962	27,849	3,212
1963	28,095	3,138

All New Aviator



What's old is new again at Lincoln: Straight lines, real names, and a three-row, Ford Explorer-based SUV called the Lincoln Aviator. Yes, it's technically the second go-around for the aeronautic nameplate, last seen in 2005—but with an elegant design, fancy tech like a camera-based adaptive suspension system, and an electrified twin-turbo powertrain, it looks like Lincoln really nailed the landing this time.

For luxury brands, the mid-size SUV segment is a robust one, but Lincoln's last offering in the space, the MKT, was anything, but seeing mostly livery duty before being discontinued. For its new entry, Lincoln is reaching back for an old name, Aviator, but the new model should enjoy a higher profile.

For a start, the new entry deftly scales down the styling of the highly successful Navigator, looking much like the concept version Lincoln displayed at the New York auto show earlier this year. Riding on a brand-new rear-drive architecture (shared with the upcoming new Ford Explorer) that mounts the engine longitudinally, the Aviator has similar proportions, with a shallow front overhang and a relatively long hood. There's even a bit of Range Rover in the way the roofline gently tapers, the pillars are blacked out, and the rocker-panel trim rises slightly toward the rear. The rolling stock ranges from 19 to 21 inches and includes turbine-style designs, as seen on the Navigator.

Twin-Turbo V-6, with or without a Plug Under the hood, Lincoln will offer a twin-turbocharged 3.0-liter V-6 with 400

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More on new Aviator

horsepower and 400 lb-ft of torque, mated to a 10-speed automatic transmission. Rear- or all-wheel drive will be available with this engine. The step-up powertrain; which adds plug-in-hybrid technology to the mix is found in the Grand Touring model. With assistance from an electric motor integrated into the 10-speed automatic, total powertrain output is 450 horsepower and 600 lb-ft of torque. The PHEV (Plug-in Hybrid Electric Vehicle) model offers two additional drive modes: Pure EV and Preserve EV. The former enables electric-only mobility, while the latter conserves the battery (which is located under the floor). Lincoln isn't yet saying how far the Aviator Grand Touring will be able to travel in EV mode, but the chief engineer did acknowledge that the hybrid system is geared more toward enhancing performance than toward providing emissions-free motoring; and even drivers who don't regularly plug in will get the performance benefits.



You will be able to plug your new Aviator into the electric grid to cut down on gasoline consumption.

The new chassis includes some trick suspension technology. The most advanced available suspension will incorporate air springs and adaptive dampers. The dampers can adjust to road conditions based on data supplied by a forward-looking camera located behind the rearview mirror; which scans the road ahead. (Regular adaptive dampers without the road-scan feature also will be offered, as will steel coil springs in place of air springs.) The air springs allow for multiple ride heights across a range spanning just over three inches. The lowest is the "welcome" height, to which the car automatically lowers itself when the driver approaches. The highest is for driving through deep snow or standing water. In between is the standard ride height, and a 0.6-inch-lower setting that is activated at

70 mph or when the Excite drive mode is selected.

Smartphone Replaces Key Fob The driver will interact more directly with some other tech features. Lincoln offers the ability to lock or unlock and start the car via smartphone with its Phone as a Key functionality, via the Lincoln Way app. The standard 12.3-inch touchscreen includes Apple CarPlay and Android Auto capability. In addition to the standard Co-Pilot360 bundle of driver-assist features, Lincoln will offer Co-Pilot360 Plus; which adds traffic-sign recognition (and enables the cruise control to set a new speed in reaction to changing speed limits), traffic jam assist, evasive steering assist, automated braking in reverse and active park assist.



The Aviator interior will be offered in six- or seven-seat configurations. Buyers opting for second-row captain's chairs will have a choice of two different center consoles, one of which allows for easier walk-through to the third-row seats. Lincoln's Perfect Position 30-way power-adjustable front seats are available and add four-way adjustment to the lumbar support. A new, simplified steering wheel features fewer controls, utilizing four-way buttons on both spokes and a voice-activation button at the 10-o'clock position on the steering-wheel rim. Lincoln tapped the Detroit Symphony Orchestra to record musical alerts that replace chimes or buzzers for 25 different notifications. Buyers who are especially musically inclined may want to spring for the top-end Revel audio system; which has 28 speakers (including in the headliner) and technology to unpack the audio details of music that has been digitally compressed.

Of course, Lincoln's Black Label interior themes are available here, including Chalet, Destination, and Flight, each of which is a special color and trim combination. Lincoln surely hopes the Aviator itself will take flight once it arrives in showrooms next summer, and clearly, the brand has expended a lot more effort here than it has for any previous offering in this segment.

My first set of wheels...



A very young "Car Guy"

In keeping with the season, one of our long-time members came through for us with this somewhat sentimental story of his very first car. Our members are the best, and it is their stories that we depend on to keep our Northstar News going each month and with a personal touch that it makes it interesting from month to month. This month, we thank Bruce Freiberg for passing on this story to us for all to enjoy.

"In 1953, I lived in an upper rented apartment near 24th and Dupont Avenue, in Minneapolis, Minnesota. I was a small tyke, just three years of age. It was Christmas Eve and Mom, Dad and I came home from church service. I was the first to go up the stairs and looked at the Christmas tree. THERE IT WAS, (not a Lincoln) but, a bright and shiny red, sad-faced pedal fire engine truck.

I ran my hands over the ladders, over the steering wheel, over the windshield, then, sitting behind the steering wheel pulled the cord to the bell that was on the front of the hood about a dozen times. Then looked at my parents, where's the "HAT"? Instantly, my dad hol-lered" FIRE," I jumped in, dad ran over, got behind me, step 1,2,3, then grunted and off I went. It seemed to me that I had to be going about 80 miles per hour, the couch was coming up quick, decision time... so, I took a sharp left turn and went into the bathroom and stopped when I hit the wall.

I backed it out and everyone was smiling. That turned out to be my usual route when dad was home. I'd park it by the kitchen, hear "Fire" and do it all over again. Step 1,2,3, then grunt, and ZOOM, couch, left turn and hit the wall. We had a wood floor, and I got to be pretty good turning that corner on two wheels and that part made my

dad smile. My mother, on the other hand, would look at the marks on the floor and have a sad face.

First damage report happened after a week; I was told the cord broke going to the bell. (Last time I used it, it worked fine, so, how does it break with no dog around, no brother or sister, and just me using it). I was told that dad would get it fixed soon, but for some reason, he never did go to the hardware store.

One-time dad whispered (fire), jumped in, step 1,2,3, grunt, turn left, oh-no, bathroom door was closed. Luckily when I hit the door, it opened. Otherwise, there could have been a major injury. A loud scream came out of my mom who was inside. My dad started to laugh out loud; then mom flew by me, dad was out the back door with her close behind — there could have been major injuries!

Summer came and outside I went. Me racing the cars on the road with my firetruck on the sidewalk. I was told one time I was leading a couple cars down the road. So, it is true, even back then cars do pull over for firetrucks. Another time, I was ready to go outside but needed someone to carry the truck down the steps. About 20 of them, with a closed door at the bottom. So, I started without them. Dad caught me just as the front wheel went over the first step!

Winter came again and every time mom heard "Fire" she yelled "NOOO." She got smart and she bought a rug. Now, hearing "FIRE," it was, jump in, step 1,2,3, grunt, 80mph, turn left on the rug-slide sideways into the couch and stop. Mom was all smiles again. If I missed the rug, dad had to clean up the marks — he, also, didn't have to patch the bathroom wall anymore.

We moved out into the country the next summer. Dad said too many close calls — whatever that meant! Plus, we were going to have another person coming to live with us.

What I find amazing is that since I've had a driver's license, I have had this craving every year for 50 plus years, in the winter to go on a frozen lake or parking lot after a snowstorm. I take my truck, get up to 30 plus miles per hour, step on the brakes and turn left, slide till I stop. Then, do it again for 15-20 minutes.

Last fall, the Buffalo fire department had a pancake breakfast and passed out free fireman's hats. Guess who grabbed one? Now the cycle is complete."

Until next time, work on those Lincolns this winter to make sure they are ready for spring. Be watching for my first gas-powered wheels story.

Thanks for reading, Bruce Freiberg.

Preview of Coming Events

- January **Sunday Brunch on January 27** at Dehn's County Manor, 11281 Fernbrook Lane, Maple Grove, Minnesota at 11:30 AM. A great breakfast menu
- February **CCCA Potluck/Auction**, Firefighters Museum, 664 22 Avenue NE, in Minneapolis. More information in February issue.
- March **Sunday Brunch** - We are planning a nice Sunday Brunch for March. The weather will be great, the food better and the company of your Lincoln friends the very best. More in the February issue about this event.



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 Click on publications.

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

North Star Activities



Let us all get together to welcome in the
New Year at our first event for 2019.

Sunday, January 27, 2019 at 11:30 AM

Please join us at Dehn's Country Manor, 11281 Fernbrook
Lane,
Maple Grove, Minnesota at 11:30 AM, Sunday, January 21, 2019.

Not our usual brunch buffet, but a wide variety of menu choices will enable
you to satisfy your hunger with very good food at a very reasonable price.



***Upper Midwest Region of the Classic
Car Club of America***

**POT LUCK DINNER AND AUCTION
Coming this February**

Date and Time in our next newsletter

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

North Star LCOC members are invited.

Check back here next month to see what we have in store for March. 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.