

The End of the Road for the Mark Series



The 1998 Lincoln Mark VIII was the last of a line of fine Lincoln models that ran from 1941 through the years till this suburb final edition.

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.

This month, we are featuring the last of the "Marks," the 1998 VIII. This was the best of the best, a car loved by those who owned it. Even today, there is still quite a following by those who recognize the value these fine vehicles provide their present-day owners. And your editor can speak from personal experience. I had a new one from back in the mid-90s, and I have a 1995 model in my garage today.

Because of their wide doors and the opening that they require, it does take a little extra room to open them fully. So, if you have a narrow garage or park too close to another car, that can present problems to those trying to enter or exit the vehicle. Also, they are a bit lower to the ground, presenting issues to those of us in our advancing years who suffer from age-related problems... knee and hip-related issues. They are great vehicles on the road, capable of going 80 miles per hour all day in absolute comfort and safety. The 4.6 liter, dual overhead cam engine delivers excellent power and fuel economy and can easily do 23-24 mpg at higher speeds.

Unfortunately, they are terrible vehicles to drive in the wintertime. Mark VIIs and ice and snow do not mix well; they do have traction assist, but that is not enough to overcome the inherent nature of the car to do well on nice roads and not so nice on icy streets and roads. But, when you are behind the wheel, there is nothing quite like a nice Mark VIII on a curvy country road at a few miles over the speed limit.

Buyers, who once loved coupes, sort of lost interest, and sadly, the VIII was discontinued in mid-1998 due to lack of sales. It was a move toward more practical sedans and, eventually, crosso-

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Trivia from the Internet



Betty White
American Actress
1922 - 2021

Betty Marion Ludden (née **White**; January 17, 1922 - December 31, 2021) was an American actress, comedian and producer. A pioneer of early television with a career spanning almost seven decades, she was noted for her vast television appearances acting in sitcoms, sketch comedy, and game shows.

After moving from radio to television, White became a staple panelist of American game shows such as *Password*, *Match Game*, *Tattletales*, *To Tell the Truth*, *The Hollywood Squares*, and *The \$25,000 Pyramid*. Dubbed "the first lady of game shows", she became the first woman to receive the Daytime Emmy Award for Outstanding Game Show Host for the show *Just Men!* In 1983. She then became more widely known for her guest and recurring appearances on shows such as *The Carol Burnett Show*, *Mama's Family*, *The Bold and the Beautiful* and *Boston Legal*.

White's biggest roles

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Editors Message

January 2024

Dear friends and gentle readers:

First.. an apology for the delay in getting this newsletter out the door and in to your hands by the first of the year. Through a confluence of events, it just took unusually long this past month to put it all together in a meaningful form... something to make sense of when you very patiently opened it up and proceeded to read it. It is not easy to pick stuff from the internet and stuff it between 16 pages or so each month and have it both interesting and somewhat automotive related. Once again, we met our goal, albeit we were a few days late... with the various articles on the Mark VIII.

The Mark VIII is quite probably one of the best Lincolns of its particular type to have ever been turned out. It really does a good job as being a luxury sport coupe, having the necessary ingredients, such as good looks and a nice power plant to make driving somewhat pleasurable and even a little exciting at times. Unfortunately, not enough buyers agreed with my assessment of the model and declining sales spelled an early end to a great model. Will there be another, who really knows. The buying public will have to change their personal tastes considerably to make enough of a shift from sport utility vehicles and trucks to luxury sport coupes. But, one never knows what might happen 10 to 15 years down the road. I think that others are beginning to also realize this as the interesting is growing in owning a Mark VIII as a collector car. It has a lot going for it in that respect. Mark VIIIs are still reasonable affordable, mechanical parts are still fairly easy to obtain, and out on the open road, they are capable of turning out good gasoline mileage numbers, in the 23-25 mpg range. And they are good looking and fun to drive.

We have a full year ahead of us for the

North Star Lincoln Club. Lots of stuff planned for the months ahead, but we are still flexible with what we can do. So if you have a great idea for an event of any type, get a hold of Bob Johnson and offer up your plan for a fun thing to do. What works best? Lunches/brunches, almost anything involving good affordable food and a good place to visit and exchange ideas.



Hugz, who lives with Andrea and Don in the Portland area is our "West Coast" correspondent. He was recently given an assignment to locate a "barn find" to report about. I guess he took things literally, and came up with a "real barn find," without a classic car inside. Not a bad looking barn, but it would have been better if there was a 1941 Continental parked inside.

Car shows are popular too. Bring your favorite Lincoln and show it off. Maybe you know of a museum or other type of attraction that our members would enjoy. Let us know and we can make plans to take in some of these very special places. Over the years, we have lost a few restaurants, including one of our favorites, Dangerfields in Shakopee. A great place and we do miss it. But there must be a few others that might be able to take its place, perhaps you might be able to suggest one.

A few of you know that I have some coronary issues, along with a bunch of others. I have had a Boston Scientific Pacemaker/Defib unit since July of

2014. It is now starting to run out of battery and I have to have it replaced this month. From what the specialists say, this is a fairly routine procedure, in at 8:30 a.m., out by about 3:30 p.m. From existing tests, the actual leads that go from the unit to my heart are still fully functional and do not need replacement, which should make the job somewhat easier. The last one dinged by insurance company over \$200K. It should be interesting to see how much this one goes for. In any event, keep your fingers crossed that all goes well and that it will be an easy and uneventful day for me.

Until next month.... David and Sweet Nico, the Samoyed.....

Directors Message by Bob Johnson January 2024



Mary and I hope everyone had a joyous Christmas with your family and friends. We hope you had a Happy New Year and will enjoy the upcoming year to its fullest. At this time last year, we had over a foot of snow in Shafer. This year's snow has melted, and we are enjoying record temperatures. We enjoy the warm weather, and every day brings us closer to Spring. This year, we have 27 new members in Minnesota and Wisconsin, mainly due to our 1st Annual Lincoln and American Collector Car Show held this past July at the Blacksmith Lounge in Hugo, Minnesota. This show had 129 attendees, with 27 being Lincolns, of which 14 became Lincoln

club members. But I must report that we will not return to the Black Smith Lounge in 2024 as we were not a big enough Car show for them to continue hosting us. We will find another establishment to hold our 2nd Annual Lincoln and American Collector Car Show, so stay tuned. Our new members for 2023 were Stu MacGibbon, Apple Valley; Jeff and Denise Pallum, Brooklyn Park; Dennis Gordien, North St Paul; Mike Conley, Stillwater; Tim Spenser, Newport; Terry Kovacevich, Crosslake; John and Pam Mullins, Bloomington; Drew Goddard, Buffalo; Rob King, Burnsville; Gene Rafferty, Blaine; Rusty and Garci Crouch, Londale; Bobby Penly, Sauk Rapids; Clifford Boyum, St Paul; Scott Prescott, Lakeville; Jonathan and Laren Cody, Stanley, Wisconsin; Ken and Stacy Maden, Baldwin, Wisconsin; Mike Sperry, Webster, Wisconsin; Clark Hagemeyer, Hudson, Wisconsin; and Robert Solberg, Eau Claire, Wisconsin.

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 2023. We always need "Our Pride and Joy" articles about your Lincoln. ***Please give Dave Gustafson a belated Christmas Gift this year.*** Write and send your article to Dave Gustafson; he can only do the newsletter with the material you send him, so get busy. So please update your old article with how you enjoy your car, the club, and your future plans; we need to have you show Dave that you care about contributing to the greatest Newsletter in LCOC, "year in and year out," as the saying goes.

In January, Dave will send out our North Star membership renewals for 2024. Region dues will remain at \$20 again for this coming year. Dave Gustafson would appreciate your updating the information on the renewal form and sending it to Matt Foley with your renewal check so we can update our membership records.

Our first activity for 2024 will be a Sunday Buffet on January 7, 2024, at the Machine Shed, 8515 Hudson Blvd N, Lake Elmo, at 11:30 a.m. Please RSVP to Bob Johnson, email Arborbob41@aol.com, or call 651-257-1715 before January 5, 2024

February event is with the CCCA. It will be the CA Catered Meal and Auction at the Firefighters Museum on Saturday, February 10; we will eat at 5:30 p.m.; the museum is located at 664 22nd Avenue, Minneapolis. The proceeds from our joint Auction will pay for our meal. Please bring a quality item for the Auction, as our club will split the profit with CCCA. Please RSVP, email Tom at tbrace@comcast.net, or call 651-644-7800

Jay White, Facebook is now at [facebook.com/groups/846938523632060](https://www.facebook.com/groups/846938523632060). As of Tuesday, 12/19/23, we have 718 likes on the new group. Please use our correct Facebook page, which is ***North Star Lincoln Continental Car Club.***

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

Bob and Mary Johnson

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include Sue Ann Nivens on the CBS sitcom *The Mary Tyler Moore Show* (1973-1977), Rose Nylund on the NBC sitcom *The Golden Girls* (1985-1992), and Elka Ostrovsky on the TV Land sitcom *Hot in Cleveland* (2010-2015). She had a late career resurgence when she starred in the romantic comedy film *The Proposal* (2009) and hosted *Saturday Night Live* the following year, garnering her a *Primetime Emmy Award for Outstanding Guest Actress in a Comedy Series*. The 2018 documentary *Betty White: First Lady of Television* detailed her life and career.

For her lengthy work in radio, television, and film, White twice earned the Guinness World Record for the longest TV career by a female entertainer in both 2014 and 2018. She received various awards and nominations, including seven Emmy Awards, three Screen Actors Guild Awards, and a Grammy Award. She received a star on the Hollywood Walk of Fame and was inducted into the Television Hall of Fame in 1995.

Early life - Betty Marion White was born in Oak Park, Illinois, on January 17, 1922. She later clarified that "Betty" was her legal name and not a shortened version of "Elizabeth" as some people had assumed. She was the only child of housewife Christine Tess and lighting company executive Horace Logan White. Her father was from Michigan. When she was one

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Board Of Directors - 2023 - 2024

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	068690@gmail.com	2023
Treasurer	Matt Foley			2025
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Director	Bob Roth	H(763)475-1429		2023
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2025
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Director	Tina Zimpel	612-298-3632	tinajzim@gmail.com	2025
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2025
Director	Ernie Christensen	651-500-0179	ernobc@yahoo.com	2025

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December. Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

The incomparable Mark VIII

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vers and sport utility vehicles. Will there be another Mark in the future? The pendulum must swing pretty far from its present direction to make this possible. What a shame, however, most all of the Marks were great cars, the VIII the most personal of the whole series. If you ever get a chance to drive a nice one, take it as it will be a memorable experience.

And now on to more information about the VIII, from the internet... The following first appeared in the publication "New Car Test Drive" in their November 1999 issue.

Although nearly 50 years have passed since Lincoln first introduced the Mark series, its mission remains the same: To attain the perfect balance between luxury-line comfort levels, under-the-hood power and sport-coupe handling.

The Mark VIII LSC is a proud inheritor of that legacy. It comes with elegant styling, a refined interior, a muscular 290-horsepower 4.6-liter V8 engine and a taut suspension that does a marvelous job of taming this beast of a coupe.

Last year, Lincoln redesigned the Mark VIII with fresh styling, a new interior and major technological advances in the lighting department. The new styling brought smartly rounded corners and gently sloping lines that are sleek and elegant.

High intensity discharge headlamps deliver nearly three times as much reflective light as standard halogen lamps. That translates into much greater nighttime visibility. At the same time, they control the output to prevent glare from blinding other drivers. We applaud this improvement as most vehicles offer poor lighting performance with headlamps being designed more for style than their ability to light up the road.

At the rear, a unique new neon taillamp with big brake lights, and mirror-mounted turn signals were designed to enhance safety by making it easier for other drivers to see and react to dynamic driving situations.

Lincoln's big coupe comes in two trim levels: Mark VIII and the sportier LSC. LSC stands for Luxury Sport Coupe.

We drove an LSC in the popular white pearl color. Its base price was \$39,990 and came equipped with three options: that rich

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What happened in 1998

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year old, her family moved to Alhambra, California, and later to Los Angeles during the Great Depression. To make extra money, her father built crystal radios and sold them wherever he could. Since it was the height of the Depression and hardly anyone had a sizable income, he would trade the radios for other goods, which sometimes included dogs.

White was educated in Beverly Hills, where she attended Horace Mann Elementary School and Beverly Hills High School, graduating from the latter in 1939. Her interest in wildlife was sparked by family vacations to the Sierra Nevada. She initially aspired to become a forest ranger, but was unable to do so because women were not allowed to serve as rangers at the time. She instead pursued an interest in writing; she wrote and played the lead in a graduation play at Horace Mann School and discovered her interest in performing. Inspired by her idols Jeanette MacDonald and Nelson Eddy, she decided to pursue a career as an actress.

One month after White graduated from high school, she and a classmate sang songs from *The Merry Widow* on an experimental television show, at a time when the medium of television itself was still in development.

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United States - Google Founded - The search engine Google is incorporated as a private company in Menlo Park, California by Larry Page and Sergey Brin during September. Page and Brin were still Ph.D students at Stanford University and had previously created the website as a research project starting in 1996. The company grew rapidly and received investments early on from the co-founder of Sun Microsystems and the founder of Amazon. It was successful due to its unique algorithm that calculated a website's relevance to a search by analyzing links back to the site rather than connections to the search terms, producing higher quality results.

Space - International Space Station - Assembly of the International Space Station (ISS) begins during December 4th when NASA sends a six person crew on the Space Shuttle Endeavour to attach the American Unity node to the Russian Zarya module (also known as the Functional Cargo Block or FGB). The mission, known as STS-88, carried the node up to Zarya module which had already been launched. The crew completed three spacewalks to connect the first two building blocks of the ISS. The final pressurized module of the space station was attached in 2011. It is primarily used for scientific research, has hosted visitors from 17 different countries, and has been continually manned since November 2nd, 2000 .

Japan Winter Olympics - The XVIII Winter Olympics were held during February 1998 in Nagano, Japan. These games saw the introduction of snowboarding and women's ice hockey as new sports, along with the re-introduction of curling. Also during the Nagano Olympics, U.S. figure skater Tara Lipinski became the youngest person to be a champion in an individual event in the history of the Winter Olympics at the age of 15. These were also the first games in which Macedonia, Azerbaijan, Kenya, Venezuela, and Uruguay participated. At the end of the games, the countries that won the most medals were Germany, Norway, and Russia.

Cost of Living 1998

Yearly Inflation Rate **USA** 1.55%
 Year End Close Dow Jones Industrial Average 9181
 Interest Rates Year End Federal Reserve 8.25%
 Average Cost of new house \$129,300.00
 Average Income per year \$38,100.00
 Average Monthly Rent \$619.00
 Cost of a gallon of Gas \$1.15
 Average cost of new car \$17,200.00
 US Postage Stamp 32 cents
 1 LB of Bacon \$2.53
 1 LB Hamburger meat \$1.40
 Loaf of Bread \$1.26
 Dozen Eggs 88 cents
 Below are some Prices for UK guides in Pounds Sterling
 Average House Price 75,806
 Yearly Inflation Rate **UK** 3.4%
 Interest Rates Year End Bank of England 7.25%
 FTSE 100 Average 5500

Financial Crisis hits much of South East Asia

Worlds biggest airport in the world opens in Hong Kong

Terrorist Bombing attacks at two US Embassies in Nairobi and Dar es Salaam killing 250 people

BMW buys Rolls-Royce cars for \$570 million

More on the Mark VIII

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*Career - After the war, White made the rounds to movie studios looking for work, but was turned down because she was "not photogenic". She started to look for radio jobs, where being photogenic did not matter. Her first radio jobs included reading commercials and playing bit parts, and sometimes even doing crowd noises. She made about five dollars a show. She would do just about anything, like singing on a show for no pay. She appeared on shows such as *Blondie*, *The Great Gildersleeve*, and *This Is Your FBI*. She was then offered her own radio show, called *The Betty White Show*. In 1949, she began appearing as co-host with Al Jarvis on his daily live television variety show *Hollywood on Television*, originally called *Make Believe Ballroom*, on KFWB and then on KLAC-TV (now KCOP-TV) in Los Angeles.*

*From 1952 to 1954, White hosted and produced her own daily talk/variety show, *The Betty White Show*, first on KLAC-TV and then on NBC (her first television, but second show to feature that title). Like her sitcom, she had creative control over the series, and was able to hire a female director.*

By the 1960s, White was a staple of network game shows and talk shows: including both

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metallic paint (\$365), heated seats (\$290) and the trunk-mounted CD changer (\$670). It also came with electronic traction control that was a no-cost option. The total cost of the package was \$41,315. (All prices include destination charge.)

Walkaround - Last year's Mark VIII was redesigned with new quarter panels, front and rear fascias, a lightweight aluminum hood, an enlarged grille, and modified exhaust tips. The Mark's trademark tire hump, which is a tradition that dates back to the days when tires were bolted on to the rear bumper, was redesigned for a more understated look.

The Mark VIII is differentiated by its chrome trim, including the grille, bodyside moldings, and headlamp and taillamp surrounds. Body-colored trim distinguishes the LSC and gives it a more sporting persona. The wraparound headlamps are enormous—the largest in the industry—and they throw off a cool beam of light that's wider and reaches out farther than standard halogen beams. We've all become accustomed to seeing relatively yellow headlamps, and the light given off by the high density discharge headlamps is so white that it appears blue. Objects and reflective signs show up sooner in the driver's field of vision, while curbs, ditches and other roadside hazards are better illuminated. While safety is enhanced by improving the driver's visibility, Lincoln takes it a step further by providing better signals to drivers following along behind.

The rear neon taillamps present a unique three-dimensional effect that's stylish and high-tech. A single 48-inch wide neon tube stretches across the back of the car and wraps around the rear fenders. The tube itself is covered by body molding, but it casts the light downward onto a reflective surface, and then projects it out through a clear acrylic lens. According to Lincoln, the rear brake lights illuminate one-fifth of a second faster than standard incandescent bulbs. At 60 mph, drivers following along could theoretically reduce their stopping distance by an average of 17 feet, which could translate into fewer or less severe rear-end collisions.

More signals come from the outside mirrors. Whenever the turn signals are used, red LED lights on the mirrors blink in synchronization. These turn signals are plainly visible to vehicles trailing along behind or riding along

in blind spots. They are invisible from inside the Mark VIII cabin, however, so they don't distract the driver.

The outside rear-view mirrors are also fitted with puddle lamps that illuminate the ground below whenever the door is unlocked with the keyless remote, which makes it easier to step inside the car on dark and stormy nights.



Mark VIII Interior

Interior Features - Inside our roomy LSC, the plush perforated-leather seats were accented in grand fashion by authentic burled-walnut trim on the door panels and console. The gauges on the instrument panel are bright and nicely styled. A multi-function electronic message center permits the driver to track time between oil changes, control seat and mirror positions, switch the traction control system on or off, change the display unit from English to metric, and operate the autolamp-delay function. The alpha-numeric display also provides cellular telephone data, and the Mark VIII's optional cellular phone can be used either inside the car or from a remote locale.

The leather seats are cozy and offer the driver a lot of cushion. Power seats that provide six adjustments offer enough configurations to ensure a comfortable and proper seating position. To ease exit from the vehicle, the driver's seat floats back two inches and the steering column ascends upward whenever the key is taken out of the ignition.

Because the Mark VIII LSC sports a \$39,000-plus base sticker price, it should come as no surprise that the vehicle is equipped with a long list of luxury features as standard equipment. They include: anti-lock brakes (ABS), traction control, speed-sensitive variable-assist power steering, 16-inch chrome wheels, air

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Jack

Paar and later Johnny Carson's era of *The Tonight Show*. She made many appearances on the

hit *Password* show as a celebrity guest from 1961 through 1975. She married the show's

host, Allen Ludden, in 1963. NBC offered her an anchor job on their flagship breakfast

television show *Today*. She turned the offer down because she did not want to move permanently

to New York City (where *Today* is produced). The job eventually went to Barbara

Walters. Through the 1950s and 1960s, White began a nineteen-year run as hostess and

commentator on the annual Rose Parade broadcast on NBC (co-hosting with Roy Neal and

later Lorne Greene), and appeared on a number of late-night talk shows, including Jack

Paar's *The Tonight Show*, and various other daytime game shows.

White made several appearances in the fourth season (1973-74) of *The Mary Tyler Moore Show*, as the "man-hungry" Sue Ann Nivens. Although considering the role a highlight of her career, White described the character's image as "icky sweet", feeling she was the very definition of feminine passivity, owing to the fact she always satirized her own persona onscreen in just such a way. *The Mary Tyler Moore Show's* producers

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Mark VIII continued...

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conditioning with automatic climate control, power windows, power door locks, power heated mirrors, message center with trip computer, burlled walnut wood applique, leather seats, leather-wrapped steering wheel and shift knob, power-tilt telescoping steering column, driver's seat memory with remote recall, six-way driver and passenger power seats, and remote keyless entry. Trunk-mounted CD changers offer the advantage of being able to load up a magazine with hours of music without having to mess around with compact discs, a nice feature when traveling. Their disadvantage is that they are a bit fussy when you've got a disc in hand that you want to quickly try out.



The Mark VIII has a great looking engine bay.

Driving Impressions - The Mark VIII is quiet. To reduce engine noise, Lincoln's engineers positioned the air-intake system away from the passenger cabin. They also used generous amounts of body insulation and sealing.

The 4.6-liter V8 engine on the standard Mark VIII delivers 280 horsepower and 285 pound-feet of torque. It comes with four valves per cylinder (32 valves) and double overhead-cams (four cams). A slightly more powerful version of the same engine is used in the LSC that puts out 290 horsepower. That power provided a burly burst of acceleration in all situations, from standing starts to critical highway-passing scenarios. In cruise mode, it was smooth and quiet.

Lincoln's engineers extended tune-up intervals to 100,000 miles with a coil-on-plug ignition system; each spark plug has its own coil.

When tackling sharp corners or freeway on-ramps, the Mark VIII provided impressive handling capabilities for such a large car. The speed-sensitive variable-assist power steering offered precise control. A four-wheel inde-

Now, even more on the Mark VIII, as found on the internet...

The **Lincoln Mark VIII** is a grand touring luxury sport coupe that was marketed by Lincoln from the 1993 to 1998 model years. The first generation of the Mark series branded entirely as a Lincoln, the Mark VIII again served as a counterpart of the Ford Thunderbird and Mercury Cougar. Though maintaining its traditional brand rivalry with the Cadillac Eldorado, the Mark VIII was also developed to become more competitive against luxury coupes from automakers around the world.

Replacing the Fox platform of the Mark VII, the Mark VIII was the exclusive model to use the FN10 chassis, a derivative of the MN12 platform developed for the Thunderbird and Cougar. Growing slightly in size (primarily in wheelbase), the Mark VIII was developed with independent suspension for all four wheels; at the time, the only other rear-wheel drive American cars to do so (alongside the Thunderbird and Cougar) were the Chevrolet Corvette and Dodge Viper RT/10. Matching the Cadillac Northstar engine, the Mark VIII was fitted with a dual-overhead cam 4.6L V8, the first Ford Motor Company vehicle fitted with such an engine.

Through its six-year production run, the Mark VIII was manufactured by Ford at its Wixom Assembly Plant (Wixom, Michigan). As of current production, the model line is the final generation of the Mark series and Lincoln has not introduced a direct successor to the model line ever since its 1998 discontinuation.



1997 and 1998 Mark VIIIs feature a neon glow system for rear tail lamps.

Development - Development of the Mark VIII (FN-10) began in 1984 with a projected release for the 1990 model year.

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*Mark VIII continued...**(Continued from page 7)*

made Sue Ann Nivens a regular character and brought White into the main cast starting with the fifth season, after Valerie Harper, who played Rhoda Morgenstern, left the program.

A running gag was how Sue Ann's aggressive, cynical personality was the complete opposite of her relentlessly perky TV persona on the fictional WJM-TV show, *The Happy Homemaker*. "We need somebody who can play sickeningly sweet, like Betty White", Moore suggested at a production meeting, which resulted in casting White herself. White won two Emmy Awards back-to-back for her role in the hugely popular series, in 1975 and 1976.

White appeared several times on *The Tonight Show with Jay Leno* and *The Late Late Show with Craig Ferguson* appearing in many sketches and returned to *Password* in its latest incarnation, *Million Dollar Password*, on June 12, 2008, participating in the *Million Dollar challenge* at the end of the show. On May 19, 2008, she appeared on *The Oprah Winfrey Show*, taking part in the host's *Mary Tyler Moore Show* reunion special alongside every surviving cast member of the series. Beginning in 2007, White was featured in television commercials for *Pet-Med Express*, highlighting her interest in animal welfare.

White also starred in the *Hallmark Hall of Fame*

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Design work began in 1986 and was oriented toward evolutionary changes. By 1987, Lincoln designers emphasized interior design, as ordered by then Ford design director Dave Rees. In the autumn of 1988, FN-10 development was pushed and went through several revisions. This was done to further develop a more precise product to accommodate the use of a DOHC modular engine, using the upcoming MN12 platform due to be launched in December 1988.

Stretch designs - Having seen designs of upcoming models from competitors, Ford ordered a radical redesign, a departure from any previous Lincolns, while retaining styling cues. By November 1988, under Ford designer Kyu Kim, Ford presented a design named "Stretch I", featuring scalloped sides, full length taillights, the spare-tire hump, waterfall grille, small C-pillars, a full-length headlight setup, two air inlets on the front bumper, taillights that flowed upward on the sides rather than downward on the production car — and devoid of chrome. A clay mockup of Stretch I was finalized within four weeks.

"Stretch I" was shown in 1:1 scale in clay to Lincoln executives on December 12, 1988. Appalled by the design, the executives ordered several changes to the exterior. As a result, "Stretch II" was created during early 1989, by adding chrome in several places and moderately revising the front and rear end treatments. Stretch II represented about 70 percent of the finished product, with details revised up to mid-1989.

The final design freeze of the FN-10 Mark VIII occurred, scheduled for an April 1992 start of production and June 1992 launch as a 1993 model year vehicle. FN-10 prototype mules in modified Ford Thunderbird and Mercury Cougar bodies began road-testing in 1990. Full-body prototypes later commenced road-testing in the first half of 1991. In February 1991, launch was delayed by 6 months to December 1992.

The 1993 Mark VIII was unveiled by the press in March 1992 and officially introduced to the public on November 18, 1992, at a Hotel Mark in New York City. Production of the 1992 Mark VII ended at the Wixom Plant in April 1992 to facilitate retooling for October production commencement of the Mark VIII.

Model history - The 1993 Mark VIII was

a larger car than its predecessor, being about five inches longer and nearly four inches wider than the Mark VII. The car also had a wheelbase of 113.0 in (2,870.2 mm), over 4 in (101.6 mm) longer than the Mark VII's, which afforded greater interior space and ride quality. In spite of its larger overall size, the Mark VIII's base curb weight was slightly lighter than the Mark VII at a little over 3,750 lb.

The Mark VIII featured unibody construction with high-strength roof, heavy-gauge steel door beams to protect against side impacts, front and rear crumple zones, dual front-side airbags, and four-wheel antilock disc brakes. It also featured a short-long arm (SLA) four-wheel independent suspension with front and rear stabilizer bars and a standard computer-controlled air suspension with sensors to automatically lower the ride height at high speed, enhancing the car's aerodynamics. Powering the Mark VIII was an all-new, all-aluminum 4.6 L

(281 cu in) DOHC 32-valve V8. The engine was the first of its kind in Ford's Modular engine family and produced 280 hp at 5500 rpm and 285 lb of torque at 4500 rpm, and required premium grade 91-octane fuel for optimum performance. Handling the V8's power was the 4R70W 4-speed automatic transmission with overdrive. The Mark VIII's rear axle ratio was 3.08:1. Also featured were standard chrome dual exhaust tips and 16-inch cast aluminum wheels.

The Mark VIII uses a 140-mph speedometer, an electronic message center (giving time, compass heading, fuel efficiency, engine oil life, and various other vehicle-related warnings and information), automatic climate control, cruise control, leather seating surfaces, six-way power driver and passenger seats with power lumbar supports, a two-position memory for the power driver's seat, power door locks, heated power mirrors, power windows with a driver's-side express-down feature, illuminated keyless entry with remote, automatic headlamps, an AM/FM stereo-cassette radio, and an automatic power antenna. Options included a power moonroof, electrochromic automatic dimming mirrors (which filtered out headlight glare from behind), an AM/FM stereo-CD player, a 10-disc CD changer, and a JBL speaker system.

For 1995, the Mark VIII received a slightly updated instrument panel along with a new radio design. Arriving midyear was a

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Still a bit more on the Mark VIII

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presentation of *The Lost Valentine* on January 30, 2011 (this presentation garnered the highest rating for a *Hallmark Hall of Fame* presentation in the previous four years. On February 15, 2015, White made her final appearance on *Saturday Night Live* when she attended the *40th Anniversary Special*.

On August 18, 2018, White's career was celebrated in a PBS documentary called *Betty White: First Lady of Television*. The documentary was filmed over a period of ten years, and featured archived footage and interviews from colleagues and friends. In 2019, White appeared in Pixar's *Toy Story 4*, providing the voice of *Bitey White*, a toy tiger that was named after her. The other toys she shared a scene with were named and played by *Carol Burnett*, *Carl Reiner*, and *Mel Brooks*. White commented that "It was wonderful the way they incorporated our names into the characters ... And I'm a sucker for animals, so the tiger was perfect!"

In December 2021, before White's death, it was announced that a new documentary-style film about her, *Betty White: A Celebration* would be released in U.S. theatres on what would have been her 100th birthday, January 17, 2022. It features a cast of friends including *Ryan Reynolds*, *Tina Fey*, *Robert Redford*, *Lin-Manuel Miranda*, *Clint Eastwood*, *Morgan Freeman*, *Jay Leno*, *Carol Bur-*

(Continued on page 10)

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new LSC (Luxury Sport Coupe) model. A retuned version of the standard 4.6 L DOHC V8, now marketed under the name *In Tech* regardless of model, with a true dual exhaust, produced 290 hp at 5750 rpm and 295 lb-ft of torque at 4500 rpm. The Mark VIII LSC used the same 4R70W automatic transmission as the standard Mark VIII, but featured a more aggressive rear axle ratio of 3.27:1. The brochure for the 1995 Lincoln Mark VIII LSC claims a 0–60 mph (0–97 km/h) acceleration time of 7.5 seconds. The LSC featured unique body colors, distinct rear decklid badging, perforated leather seat inserts, and floor mats. The bright chrome inserts normally found in the body-side moulding and bumper on the Mark VIII were replaced with monochrome body color inserts on the LSC. The 1995 Mark VIII LSC also marked the first domestic use of HID headlights.

A Diamond Anniversary package was offered on the 1996 Mark VIII to commemorate Lincoln's 75th anniversary. It featured "Diamond Anniversary" badging, leather seats, voice-activated cellular phone, JBL audio system, auto electrochromatic dimming mirror with compass, and traction control.

1997 facelift - Development of an updated FN-10 began in 1993, with a design freeze occurring in November 1994. The first prototypes were built in September 1995, testing into mid-1996. In September 1996, Alcan Aluminum Limited won a bid to supply hoods for the revised FN-10. In the fall of 1996, the Mark VIII received a significant facelift since its 1992 debut, featuring smoother, more rounded front and rear fascias and a larger grille. The car's hood was now aluminum (versus plastic before) and the trunk carried a more subtle version of the "spare tire hump" associated with earlier Mark Series cars. HID headlamps became standard and were placed in larger housings compared to earlier models. A neon brake light ran across the rear decklid. Side mirrors now came with puddle lamps, which, upon unlocking the doors, illuminated the ground for the driver and passengers to see when entering the car. The side-view mirror housings also incorporated flashing LED turn signal lamps to warn other drivers of an intended lane change or turn. The interior included 'theater lighting', which softly illuminated the driver's controls and handles.

The 4.6 L (280 cu in) InTech V8 carried

on as before, but now came with a distributorless coil-on-plug ignition system, eliminating the use of high-voltage spark plug wires.

Some of the internal components of the 4R70W automatic transmission were reinforced for greater durability and reliability in late 1997 models and all 1998 models. LSC models had firmer shocks and larger stabilizer bars for even better handling and control. All-speed traction control was now standard, and could be deactivated via the onboard systems status computer when desired.

Toward the end of Mark VIII production, Lincoln offered two personalized "specialty" models: the Spring Feature and the Collector's Edition. Mark VIII production ended with the 1998 model year. The new four-door mid-sized Lincoln LS, introduced June 1999 as a 2000 model, served as a replacement for the Mark VIII.

Motorsport - Under direction of Jim Kennedy, Senior Ford engineer, a team of engineers was assembled to take a stock Mark VIII to the Bonneville Salt Flats in October 1992 to compete in the World Finals, attempting to exceed the existing class speed record of 163 mph. John Engfehr and Henry Neubauer from the Ford engine lab headed up the engine performance team at the salt flats. The Mark VIII ran an official Southern California Timing Association average speed over two runs of 181.171 for the new record. This car was rediscovered by Land Speed Racers in Texas who restored the car to its original racing form in 2021 and hold three new land speed records in the stock under 5 liter class for the 1/2 mile, 1 mile and 2 km. with the East Coast Timing Association.

Comments about the Mark VIII from the December 1996 issue of Motor Trend Magazine.

Polish. That's all the Lincoln Mark VIII needed. And that's just what it got for 1997.

Among luxury coupes, the new-for-'93 Lincoln Mark traditionally has taken a second rung relative to the best from Asia and Europe. So for 1997, Ford engineering put both its powerful rear-drive coupe and the competition under the design and engineering equivalent of an electron microscope to find the differences and close the refinement gap. After time behind the wheel of the '97, it seems as if **One person's saga with a Mark VIII, as told by Chris M. and printed in Curbside Classics, January 2016.**

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This is a long story about Mark VIIs

(Continued from page 9)

nett, Craig Ferguson, Jimmy Kimmel, Valerie Bertinelli, James Corden, Wendie Malick, and Jennifer Love Hewitt.

Achievements and honors - White won five Prime-time Emmy Awards, two Daytime Emmy Awards (including the 2015 Daytime Emmy for Lifetime Achievement), and received a Los Angeles Emmy Award in 1952. White was the first woman to have received an Emmy in all performing comedic categories, and also holds the record for longest span between Emmy nominations for performances—her first was in 1951 and her last was in 2014, a span of over 60 years. In 2015, she received the Lifetime Achievement Daytime Emmy. She also won three American Comedy Awards (including a Lifetime Achievement Award in 1990), and two Viewers for Quality Television Awards. She was inducted into the Television Hall of Fame in 1995 and has a star on the Hollywood Walk of Fame at Hollywood Boulevard alongside the star of her late husband Allen Ludden. In 2009, White received the TCA Career Achievement Award from the Television Critics Association.

The American Veterinary Medical Association awarded White with its Humane Award in 1987 for her charitable work with animals. The City of Los Angeles further honored her for her philanthropic work with animals in 2006

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In fall '04 I'd had enough with the beater '82 Malibu that I had been driving for the past two years. I was finally feeling like an adult—a couple years after graduation, I had my own place and a decent job, and that translated into a desire for a more appealing set of wheels plus the means to acquire one. Most early 20's folks in my spot would probably take the “new or nearly new compact” route, and I considered it for a moment—but it wasn't really for me. The options that were budget-friendly were not exciting at all. So, used. But, a used *what?*

If you were to consider the automotive interests of the average 24 year-old guy, you'd probably imagine I was interested in things like Mustangs, or a 240SX, or maybe a Jeep? Nah. Not for me. I wanted something fun to drive, sure, but I also wanted some comforts. Leather seats, a nice interior. Basically, a premium sports coupe, sports sedan, or thereabouts. This meant I'd have to settle for something 5+ years old, but I was OK with that. Autotrader yielded some candidates soon enough. A '97 Audi A4 2.0T seemed promising; but not having driven a stickshift in a while, I stalled the car in the middle of an intersection on the test drive. Nearly getting myself and the salesman killed was probably not the best omen, but it was a possibility still. After being unimpressed by other options, including a BMW 323i, I saw an ad for a 1996 Lincoln Mark VIII. One owner, 44k miles, clean. Again, maybe not typical for a 24 year-old. But I had loved the VIII since the first time I saw one in a magazine at age 12, and I just had to go check it out.

Upon arrival at the dealership in nearby Durham, I found “clean” to be an understatement. They actually had this 8 year old Lincoln displayed *inside* the showroom alongside the brand-new models, and for good reason. Opal Opalescent paint (aka pearl white) over graphite leather, polished wheels, an engine compartment clean enough to eat off of. It was certainly a striking car, even at age 8. The inside was just as clean as the exterior. Sadly, I wasn't able to actually drive it, as I showed up near the dealership's closing time and they didn't want to open the big showroom doors to get it out. Thanks, guys. I did come back the next day for a test drive and I knew I liked it quite a bit. I told myself I needed to sleep on it, as not to rush into a

decision, but it was basically a formality—I was signing the papers the following day.

So I was now the owner of a car that had been on my radar for a long time. Quite an upgrade from the '82 Malibu... The styling was what got my attention early on, and to this day I still find it a very attractive machine. The long, low design of the Mark VIII featured aggressively slim headlamps set alongside a waterfall grille, a gently sloping hood, a graceful greenhouse with C-pillar slanted to preserve the sleek design without becoming a fastback, and a trunk that tapered down to a full-width taillamp. The most controversial piece was the throwback element—as a link to its predecessors in the Mark series, a vestigial “Continental hump” remained on the decklid. Personally, I liked it. It didn't spoil the design at all, and I appreciated the call-out to the car's Mark series heritage. Others were not so favorably disposed to this element, but to each their own, and enough people liked it for Lincoln to sell over 126,000 units for the car's lifetime. '96 was the final year of the initial 1993 design, which would be facelifted for '97. The build date on mine was a rather late 6/96, so I'm guessing it had to be one of the last of the pre-facelift cars to roll off the line.

Inside, The seats were amazingly comfortable—still among the best I've ever experienced. The interior design had the same flair as the exterior, the best expression (in my opinion) of Ford's design language at the moment. A sweeping two-tiered dash flowed into the door panels on either side, and the shapes were organic without being too ovoid (preventing a catfish Taurus situation). Accommodations in the back were a little tight—plenty of knee and hip room, and a sharply reclined seatback preserved headroom, but the low front seats meant the footwells were peculiarly small.

The mechanicals were impressive as well. The engine was Ford's DOHC 32V “InTech” V8, a higher-spec relative of their bread-and-butter 4.6 V8, shared only with the Continental (in a lower state of tune to suit the FWD transaxle) and the Mustang SVT Cobra. For service in the VIII, it made 280 HP and 285 lb-ft of torque. The platform was the FN10, which was based on the Thunderbird's MN12 platform with several key differences. Full air suspension at all 4 corners

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*Mark VIII, we are nearing the end...**(Continued from page 10)*

with a bronze commemorative plaque near the Gorilla Exhibit at the Los Angeles Zoo. The City of Los Angeles named her "Ambassador to the Animals" at the dedication ceremony.

In September 2009, the Screen Actors Guild (SAG) announced plans to honor White with the Screen Actors Guild Life Achievement Award at the 16th Screen Actors Guild Awards. Actress Sandra Bullock presented White with the award on January 23, 2010, at the ceremony, which took place at the Shrine Auditorium in Los Angeles. On November 9, 2010, the USDA Forest Service, along with Smokey Bear, made White an honorary forest ranger, fulfilling her lifelong dream. White said in previous interviews that she wanted to be a forest ranger as a little girl but that women were not allowed to do that then. When White received the honor, more than one-third of Forest Service employees were women. In October 2011, White was awarded an honorary degree and a white doctor's coat by Washington State University at the Washington State Veterinary Medical Association's centennial gala in Yakima, Washington.

A 2011 poll conducted by Reuters and Ipsos revealed that White was considered the most popular and most trusted celebrity among Americans, beating the likes of Denzel Washington, Sandra Bullock, and Tom Hanks.

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used, with a trick speed-sensitive setup where the car would lower itself an inch at speeds above 50 MPH for better aerodynamics and roadholding. All in all, it was the best Ford had to offer in '96, befitting a car that stickered for \$40k new (\$61k adjusted).

And on the road? The car acquitted itself quite well. While it was more of a cruiser than a sports coupe, it was still entertaining enough to hustle down a twisty road. It had a propensity for understeer, but body roll was better controlled than you'd expect from something wearing a Lincoln badge. And when you pressed the narrow pedal, the car moved out quite well. Factory listed 0-60 was 7.5 seconds, but that seems a little under-reported based on my experience. I can't vouch for top speed, but I can tell you that it was remarkably composed at triple-digit speeds. The VIII truly excelled at covering distances quietly, confidently, and with supreme comfort, thanks again to the well-tuned air springs. I heard "like riding on a cloud" more than once, proving that the tradeoff for soaking up road imperfections doesn't have to be flabby handling. (The tradeoff, in fact, is a complex and somewhat failure-prone suspension, as I'd learn later.)

This car re-introduced me to the pastime of driving just to drive, just because I wanted to. My commute to work—if you can call it that—was about a mile, so I walked as often as I drove. I lived a block from a major shopping center, and a half-mile from my closest friends. So there weren't a ton of places I had to drive, yet I still managed to put about 10K a year on the Lincoln. It did make several long road trips up and down the east coast, but also, I simply enjoyed driving again. If I was feeling bored, or stressed, or just restless, I'd get in the car and go somewhere. Destination didn't matter; often I'd just meander around the city and surrounding countryside. I had a car that I loved spending time in, with extremely comfortable seats and a good sound system. What else did you need? Well, a sunroof would have been nice, but that was one of the options not originally selected. Female companionship also would have been nice. But I digress.

One of those drives very nearly led to the demise of the car, or at least the transmission. I was driving through a hilly neighborhood late one night, and with a long downhill ahead of me, I had the bright idea that I'd

coast down the hill in neutral. Keep in mind that this car was an automatic. Rather than bumping the selector from D to N, out of habit I depressed the selector button, then proceeded to overshoot neutral and land in reverse, traveling about 30 MPH. A very loud noise ensued, the car skidded to a halt, and the engine died. I just *knew* that I'd blown up the transmission. But, actually, no—started it back up, ran the selector through the gears, put it back into Drive, and—it was just fine. Continued to be fine for the rest of the time I had the car. Dumb luck, I guess.

As tends to be the case with any older car, the Lincoln was not without the occasional issue. It shredded a serpentine belt on the highway, thankfully near an exit. I replaced a multifunction stalk and a couple of other little odds and ends. The trunk-mount CD changer died on me eventually. The very slim headlamps, while a striking design feature of the car, were about as effective as "a candle in a hurricane" at night, to borrow a particularly descriptive turn of phrase. The LSC trim level had HID lamps which were somewhat of an improvement, but mine was unfortunately not an LSC. Either way the composite lenses also yellowed and clouded, as is common to many 90's cars, though a polish job helped ameliorate that.

Perhaps the most annoying issue was a simple one—the outside door handle broke off in my hand one day. I guess it was a bad quality casting, or just the strain of pulling open those heavy doors proved too much for the metal. I ordered a replacement handle, but painting it was the first tricky part. Being pearl white, the paint was a fairly complicated tri-coat, and had to be replicated in all three layers to look even remotely correct. A trip to the paint store and an aerosol-based sprayer later, the result looked good for a first effort. Installing it also required three hands at one point, or so it seemed. I snagged a passing-by neighbor to hold one piece for me and got it reinstalled and working, but I'm still not sure how one was supposed to do that job unassisted.

I also experienced this car's most notorious issue—air suspension trouble. Eventually I noticed that the front air springs would leak down overnight; when I came out in the morning the car would have acquired a rake worthy of a 70's hot rod. This meant a pinhole in one of the springs. But as soon as I'd start the car,

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In 2017, after 70 years in the industry, White was invited to become a member of the Academy of Motion Picture Arts and Sciences. At age 95, this made her the oldest new member at the time.

Personal life - While volunteering with the American Women's Voluntary Services, White met Air Force P-38 pilot Dick Barker. After the war, they were married in 1945 and moved to Belle Center, Ohio, where Barker owned a chicken farm; he wanted to embrace a simpler life, but White did not enjoy doing so. They returned to Los Angeles and divorced within a year. She married Hollywood talent agent Lane Allen in 1947, and they divorced in 1949 because he wanted to start a family but she wanted to focus on her career rather than having children.

On June 14, 1963, White married television host Allen Ludden, whom she had met as a celebrity guest on his game show *Password* in 1961. Her legal name was changed to Betty Marion Ludden. He proposed to her at least twice before she accepted, and they remained married until he died from stomach cancer in Los Angeles on June 9, 1981. The couple appeared together in an episode of *The Odd Couple* featuring Felix's and Oscar's appearance on *Password*.

White and Ludden had no children together, though she was the stepmother of his three children with Margaret

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Finally, we have come to the end of the VIIIs

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the system would air back up and it would be fine for the rest of the day— the problem really only manifested itself if it sat for 12+ hours. This is not an uncommon problem with these cars, but the bill to have even just one air shock replaced with factory parts generally runs into the four figures. I toyed with the idea of converting it to coilovers, as is a somewhat popular modification among VIII owners, but I didn't want to lose that wonderful balance of controlled handling and cushioned highway ride. Eventually I discovered that there are aftermarket replacements available for a much more reasonable price, so in due time I purchased one. As luck would have it, I never got to install it.



The Mark VIII after the accident.

In October of '06, I'd owned the car for nearly two years, and anticipated that not changing any time soon. I'd just had new pads and rotors done out back, and I the replacement air spring ready to install. It seemed like the Lincoln would be a keeper, for the foreseeable future or maybe even long-term. Then, of course, it all changed in an instant. Heading down Highway 54 one night, going from Raleigh to Cary, I glanced to the side for a moment, and looked back ahead in time to see a Saturn Vue pull out directly in front of me. I swerved, but not far enough to avoid a hard hit. Air bags deployed and I ended up on the center divider; the Vue spun around and sat leaking coolant into the outside lane. Thankfully neither I nor the other driver were injured. He had pulled out of a driveway and then noticed there was still oncoming traffic; I suppose he also noticed me but it was way too late to back up by then. The Lincoln still ran fine afterward, but it was very much not driveable.

Insurance confirmed that it was totaled rather quickly. Final odometer reading:

64,705 miles. I went back to the tow yard to retrieve my things from the car, and seeing it there, in that condition, was hard. The damage looked much worse in the light of day, and I'm sure it would have cost well more than the car was worth to repair. But it was the first car I'd owned that I chose based on what I wanted, not other reasons of expediency or necessity. It was like losing a friend. I won't lie—a few tears were shed. But all good things must end eventually. Before I left, I freed the Lincoln emblem from the cracked grille and took it with me. I still have that memento, and a lot of good memories. I'd love to have another Mark VIII someday—and I'd also love to see Lincoln bring back another big coupe and revive the Mark Series. But this one will always have a special place in my heart.

Sourced from the internet...

For Sale

This 1961 Continental is a true "Barn Find."



This is an 100% original Arizona car with no rust. About as solid as they come. Owner had planned to restore it, but due to age, cannot do it now. It has not been run in 25 years, but the engine does turn over. Also, the interior will need to be replaced.

The Continental is owned by Darwin Peters of Meservey, Iowa., who is asking \$22,000.

Dave Heeren is working with Darwin to help sell the Lincoln. If you are interested in what could be a very fine car when restored, please contact Dave at (952)469-3647. Dave will provide you with more information and can arrange for more pictures or possible visit if you are interested in taking on this great project.

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McGloin Ludden, who had died of cancer in 1961. During an interview on *Larry King Live*, she was asked why she never remarried after Ludden's death. She replied, "Once you've had the best, who needs the rest?" When asked by James Lipton on *Inside the Actors Studio* in 2010 what she would like God to say to her if Heaven exists, she replied, "Come on in, Betty. Here's Allen."

Death - On December 25, 2021, White suffered a stroke. On the morning of December 31, she died in her sleep at her home in the Brentwood neighborhood of Los Angeles at the age of 99. White's death was met with statements of sympathy and tributes from many people and organizations around the world. The United States Army released a statement as White had volunteered with the American Women's Voluntary Services during World War II. The Martin Luther King Jr. Center also offered their condolences and praised White for her early support of racial equality. There were additional tributes from numerous media organizations, entertainers, political commentators, sports teams, politicians, and other public figures. White's star on the Hollywood Walk of Fame was flooded with flowers and tributes within hours of the announcement of her death.

Animal welfare - White was a pet enthusiast and animal welfare advocate,

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Welcome Wagon

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



The Welcome Wagon

I asked Santa for a Lincoln Wagon. Guess which one I got. 2024 is upon us. Let's hope our January and February are as mild as December. This year's projects will be completed since we have that extra day in February. Micki thinks I will need an extra month to complete projects. We will discuss it after 2/29. Use some spare moments to write an article for the North Star News: Your First Car, Your Funny Experiences, Your Pride and Joy Lincoln, or a topic of your choice. All the members will enjoy it, and David Gustafson will be VERY pleased. Speaking of pleased....



Dennis Gordien is the proud owner of this very fine 1977 Town Car.

This month, I am pleased to introduce **DENNIS GORDIEN**, 2542 Second Avenue East, North St. Paul, MN 55109. You may contact him at 651-361-0207 or dennis-g1926@hotmail.com. For over 20 years, Dennis has worked at the University of Minnesota and is responsible for electrical maintenance. Dennis has a diverse collection of American automobiles spanning seven decades. Last summer, he joined the North Star LCOC at our All-American Car Show at Hugo. His 1977 Lincoln Town Car was admired by many. He has owned the '77 for about three years. Dennis' daily driver is a 1995 Continental sedan. Dennis likes to keep his vehicles in stock factory condition. Pic-



First Generation Welcome Wagon

tured here is his 1934 Ford Tudor guarded by Dennis and his friend Tommy. If Dennis is not driving one of those cars, he might be behind the wheel of a 1931 Plymouth sedan, 1929 Chevrolet, 1936 Buick, 1972 Chevrolet, 1989 Chevy Caprice, or a 1988 Dodge Diplomat. I, too, have always believed that it helps relieve stress by having an extra one or a few vehicles in reserve should a need arise. I know that Dennis will feel welcome in this North Star group with its many great activities. Enjoy a GREAT 2024.



Dennis with his "Bonnie and Clyde" 1934 Ford. Great looking car and a nice ride too!



Does anyone remember "Railway Express?" They were everywhere and served shippers long before FEDEX and UPS. Times do change.

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who worked with organizations including the Los Angeles Zoo Commission, The Morris Animal Foundation, African Wildlife Foundation, and Actors and Others for Animals. Her interest in animal welfare began in the early 1970s while she was producing and hosting the syndicated series *The Pet Set*, which spotlighted celebrities and their pets. As of 2009, White was the president emerita of the Morris Animal Foundation, where she served as a trustee of the organization beginning in 1971. She was a member of the board of directors of the Greater Los Angeles Zoo Association since 1974. Additionally, White served the association as a Zoo Commissioner for eight years.

According to the Los Angeles Zoo & Botanical Garden's *ZooScape* member newsletter, White hosted "History on Film" from 2000 to 2002. White donated nearly \$100,000 to the zoo in the month of April 2008 alone. White served as a judge at the 2011 American Humane Hero Dog Awards ceremony.

White served as a judge alongside Whoopi Goldberg and Wendy Diamond for the American Humane's Hero Dog Awards on the Hallmark Channel on November 8, 2011.

From the internet...

What we might see from Lincoln in 2024

2024 may end up being a pretty significant year for Ford Motor Company's luxury division. After several years without any major debuts or updates, the brand delivered a refreshed Lincoln Corsair to dealers this year, but despite its arrival, the brand has flown a bit under the radar recently. However, with several vehicle refreshes on the horizon, Lincoln may find itself on much stronger footing next year. Here's what we expect to see from Lincoln in 2024.



Aviator for 2024

2025 Lincoln Aviator Debut

The 2025 Lincoln Aviator is possibly the brand's worst kept secret at the moment, given all the prototypes our photographers have encountered this year. Visually, there's no surprises with the updated model, as the luxury three-row SUV will not see major updates to its exterior other than some slight cosmetic tweaks to its front end. Rather, it's the technological updates that are significant. Expect a revised center stack to feature a completely new infotainment system, either Sync 4 or the upcoming Google-developed software. Additionally, it will almost certainly gain Lincoln BlueCruise hands-free driving.

2025 Lincoln Navigator Debut

Like the Aviator, the 2025 Lincoln Navigator will represent a departure from past models, with a renewed focus on a completely redesigned interior. This should help it better compete with the Cadillac Escalade, which was redesigned in 2021. Since then, the Cadillac has cemented its status as the top selling luxury SUV in its class. The Navigator will likely steal some of its thunder, with a new infotainment system, all-new cabin, and heavily revised exterior. The update may also include the addition of the first-ever Navigator hybrid, as the UAW contract re-

vealed that Ford will introduce it into the lineup by 2028 at the latest.

2024 Lincoln Nautilus Arrival And Rollout

By this time next year, the 2024 Lincoln Nautilus should be a common sight at Lincoln dealers nationwide. Production has already begun on the all-new model, and the division said it will arrive in early 2024. This is the first all-new Lincoln since the Aviator and Corsair debuted in 2019 for the 2020 model year. It arrives with an all-new hybrid powertrain, plus it will likely be the first Ford Motor Company vehicle with the all-new Google-based infotainment system to reach customers. There is a lot riding on this debut, and it may be a make-or-break vehicle for the brand next year.



Lincoln EV Reveal

Last and potentially least – since it wouldn't reach dealers until early or mid-2025 – the upcoming Lincoln three-row EV will almost certainly break cover sometime in 2024. This is also an important vehicle for Ford, as it may be the first second-generation Blue Oval EV to reach customers. At this point, it is unclear if it will be called the Lincoln Aviator or the Lincoln Star, but it is currently slated to enter production in 2025 at the Oakville Assembly plant. Ford has repeatedly stated its second generation EVs will be technologically advanced and profitable, so a lot is riding on them. For Lincoln, its first EV will be critical to its future. If it flops, it might not have one.

And that's what we expect to see from Lincoln in 2024. Like the Ford brand, Lincoln will boast a significantly refreshed lineup by this time next year. It will be interesting to see how the public will respond to the new products and if there are any setbacks along the way.

From Ford Authority, on the internet...

North Star LCOC events

- January January Sunday buffet. January 7, 2024, at the Machine Shed, 8515 Hudson Blvd N, Lake Elmo, 11:30 a.m. Please RSVP to Bob Johnson, email Arborbob41@aol.com or call 651-257-1715 before January 5, 2024
- February Our February event is with the CCCA and it will be at the Firefighters museum, Saturday, February 10, 2024. The CCCA will be furnishing a catered dinner, and there will be an auction to help defray the costs of the meal. The Firefighters museum is located at 664 22nd Avenue in Minneapolis. Please bring a quality item for the auction. Please RSVP by email or phone to Tom Brace... trbrace@comcast.net or phone 651.644.7800.
- March Sunday Buffet, March 10, 2024 Location to be determined.....



For Sale - 1979 Town Car

Linda Fenelon has decided to sell the car that she and her late husband, Ron, enjoyed for 20 years. The rust-free California Town Car has 106,000 miles. It is mechanically sound and has a nice interior. The clear coat paint is fading. The tires are nearly new. For a personal inspection or more information, contact Linda Fenelon, Alexandria, Minnesota, 320-763-4197 or 320-491-4484. \$5,500/offer.



We want you and your ideas for the North Star Lincoln Club. Tell us what you think. Tell us how we can make the club even better. Give us a call or email. We will listen. If you know of good places to eat or fun things to do or see... let us know.

Also, we can use help in signing up new members. Do your best to make the club grow and try to sign up one new member each year. The club needs new members to survive.

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Lincoln Nautilus for 2024

Nautilus: Production of the next-generation Nautilus is scheduled to begin early this year, as production of the current version built in Oakville winds down. The midsize crossover will be the first Lincoln built in China and sold in the U.S. It includes new exterior styling, as well as a digital display made up of two

24-inch screens that span the full width of the dashboard. It will be the first U.S. product to offer an optional "Lincoln Rejuvenate" feature, which combines ambient lighting, displays, speakers, massaging seats and personalized scents pumped into the cabin.

The Nautilus will come standard with a carryover 2.0-liter four-cylinder engine, also found on the recently freshened Corsair, that gets 250 hp and 275 pound-feet of torque and is mated to an eight-speed transmission. A new hybrid option is available on all trims, featuring a 2.0-liter turbocharged hybrid engine and a continuously variable automatic transmission with a 100-kilowatt electric motor. The hybrid system is expected to generate 310 hp.

Bringing you Seasons Greetings from the North Star Lincoln Club.
The very best for the New Year.



I am a very fine car that desperately needs a new home. I have been with my present owner(s) since the early 1980s, and it has now time for me to be much loved and well taken care of in the way that I have become accustomed to by a new family. I have an excellent pedigree that can be easily verified by all of my present masters' documents.

I am a 1979 Lincoln Mark V, having traveled less than 35,000 miles in my lifetime. I have always spent my nights and days safely stored inside, in a nice secure garage,

except when my mom and dad took me out for special rides and bring to car shows. I finished in a Diamond Blue metallic paint, which was rare in 1979. Both my inside and outside are spotless, with no dings, dents, or scrapes. I look almost as good as the day my first owner took delivery of me from the dealership. I have a moonroof and virtually all of the accessories that Lincoln offered in 1979. Plus, I come with all the owners and factory manuals too.

Would you please come to see me and check me out? I will not disappoint you and provide you and your family with many years of enjoyment behind the wheel and pride of ownership. Plus, my owners' price aligns with current Mecum auction results for similar Mark V's, most having more miles than I do. Very fairly priced at \$14,500 obo.

Further inquiries should be directed to Ann at 612-695-6524. She will be awaiting your call.