

Our Pride and Joy



Jack and Marilyn Fletcher's 1971 Continental Sedan

This wonderful story first appeared in the November - December, 2000 issue of Continental Comments. Fifteen years later, the Continental Sedan and the Fletchers are still going strong. The Continental continues to be campaigned at LCOC meets and continues to win when shown. A tribute to a superb car and great owners.

During the April, 1998 Eastern National Meet in Ft. Myers, Florida, Ginny and Gordon Harbuck hosted a reception at their home. The Harbuck's have a large collection of Lincoln's and other marques, a huge service and storage facility on their estate, and manicured grounds for displaying their collection. Several of their cars had "For Sale" signs. One in particular attracted Jack like a magnet - a brown over beige 1971 four-door Lincoln Continental in immaculate original condition, with only 13,000 actual miles.

Throughout the evening, Jack kept returning to the car to check out one thing or another. Eventually he got around to asking Gordon what was the bottom line for a sale. When told the price, Jack's response was one word, "Sold."

The car was one of the first '71s built in July, 1970. On July 28, 1970 it was

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

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Board Of Directors - 2015

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

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

Pride and Joy continued...

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shipped by rail from the Wixom, Michigan plant to Pe-tring Lincoln-Mercury Sales in Norfolk, Nebraska. On October 1, 1970 the car was sold to John and Louise Looker of Norfolk. The Lookers drove the car to their winter home in Punta Gorda Isles, Florida, where the car stayed year-around.

Shortly thereafter, Mr. Looker passed away. With his passing, Mrs. Looker stopped frequenting Florida, and the car was not used regularly. In 1988 the Harbucks acquired the car. At the time it had only 11,500 miles on the odometer, all four tires were flat, the battery was dead, and the gas tank was rusted. (It had the original spare in the trunk). The Harbucks brought the car to their shop, serviced it and drove it for about 2,000 miles over the next ten years.

We made arrangements with Chris Dunn, owner of Lincoln Land, Clearwater, Florida to pick up the car at Harbucks and ship it to Lance McDonald at Paradise Motor Sport, Lombard, Illinois. We had our '61 in Ft. Myers for the meet and were reluctant to drive the '71 without some thorough checking out.

On arrival at Paradise the car was checked from top-to-bottom and bumper-to-bumper. We wanted to enter it in the Western meet in late May in Santa Fe, but time was too short, too many little things needed attention. The upper control arm bushings were replaced as the rubber was all dried out. Five new tires, of the proper make and size, with the correct whitewall, were located and installed. An original style Motorcraft battery bumped the "Diehard" out of the car. And, the exhaust system that had been repaired one section at a



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Trivia from the Internet



David Crocker helped to develop email

Dave Crocker is a principal with Brandenburg Internet Working, a technology consultancy. A member of the ARPANET ("Advanced Research Projects Agency Network") research community starting in 1972, Crocker's work experience includes stints at the RAND Corporation, MCI Communications Corp, and Digital Equipment Corp. He is a 2004 recipient of the IEEE Internet Award for his work on e-mail.

Mail is a simple concept. An author writes a message, affixes a recipient's address and gives this to a delivery service, which moves the message to the recipient who reads, replies, files or deletes the message.

In 1975, before the days of personal computers, a leading indus-

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Editors Message

July 2015

Greetings one and all. Summer is here and now is the time to take advantage of all the sunny weather and get your favorite Lincoln out and spend some time with it navigating the highways and byways of our great state.

Later this month is our road trip to Sioux Falls, SD for our annual "out state" car show. A three day event, beginning Friday and seeing a little of Minnesota and Iowa on the way down, with the show on Saturday at the Ford Lincoln dealer in Sioux Falls. We hope that we can connect with some of our members from that area and can spend some time with them. We hope that as many of you that can will join us on this trip.

In early August, we will be making that sacred pilgrimage to Hickory Corners, MI, home of the Lincoln Motor Car Foundation Museum on the grounds of the famous Gilmore Collection. The Lincoln Continental and Owners Club (National) will be hosting the Mid-America LCOC show this year at the Gilmore. This should be one of the best attended meets in recent history. It is anticipated that there will be over 100 cars entered and somewhere in the neighborhood of 250 people registered for the events. We believe that there will be good representation from the other Lincoln Clubs in attendance too. There will be a lot more Lincolns from the early

years than we normally see at shows too. Sign up and contact information is contained on the back page of our newsletter, and if you have questions or concerns regarding this show, please call Bob Johnson at 651.257.1715. We would like to see good regional representation at this show.



Sweet Olga is critically inspecting a new water fountain and garden gnome that her mom and dad bought for the front yard. She is really not sure what good either of these two items are. We tried to explain to Olga, that like her, they are just nice to have around.

We have reached back in time to reprint an article that first appeared in Continental Comments in 2000. It is an excellent story of Jack and Marilyn Fletchers 1971 Continental sedan. They still have this car today and still continue to show it regularly at LCOC meets and it still continues to win all the top awards. And it is never trailered, always driven.

Jack does his very best to maintain this wonderful Lincoln in an as new condition. Lincolns from the 1970's and 1980's are wonderful cars to own and drive. Most of them are equipped with all the creature comforts that make them great tour cars and to drive to long distance shows. And even better yet, low mileage examples are still available at reasonable prices. Most mechanical parts are fairly easy to obtain and at amounts that won't break your bank account. Lincolns of this era really deserve a second look by collectors.

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

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try trade magazine, *Datamation*, envisioned the future of electronic mail with an editorial cartoon showing a man at a desk pointing to his "terminal." The caption read, "This? Oh, this is the display for my electronic junk mail."

Two years later, in 1977, the maturing e-mail industry got its first newsletter, "EMMS: Electronic Mail and Message Systems." Then, in 1978, three years after *Datamation* published its editorial cartoon, I received what is widely acknowledged to have been the first spam message, sent over the ARPANET by Gary Thuerk, a marketer for my eventual employer Digital Equipment Corp. The message went to roughly 400 users, and the community was swift in denouncing this "flagrant violation of the use of ARPANET," according to a blog post by ClariNet Communications Corp. founder and publisher Brad Templeton.



The evolution of electronic mail development is a story of collaboration filled with personalities,

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Directors Message by Bob Johnson

July 2015



June is rapidly drawing to a close as I write this column. Mary and I are in the last steps of preparation for our 50th Wedding Anniversary, on Saturday, June 27, and we hope that you were able to attend. Look for all the sordid details, complete with incriminating pictures in our next issue. Inquiring minds want to know!

The summer is really going fast with many activities planned. While you are out and about, be on the lookout for a few younger people who own Lincoln's or are interested in the old car hobby and sign them up for the

LCOC.

Please plan on attending our 12th Annual Outstate Classic Lincoln Car Show, Saturday, July 18th, at Sioux Falls Ford Lincoln, Sioux Falls, South Dakota. If you want, you can bypass the driving tour and just take in the Saturday car show in Sioux Falls, SD. However, we urge all North Star members to attend this event as it promises to be a great opportunity to see some of our great Midwest scenery and meet some new Lincoln enthusiasts from the Dakotas and Iowa. Please call me if you plan on attending so I can better coordinate car show space with Sioux Falls Ford Lincoln.

The latest on the Mid-America National Meet in Hickory Corners (August 5-9) is that over 180 people with 80 Lincolns have registered as of June 17. This meet may approach or equal the size of last year's museum dedication. There are only six weeks left to register and less than three weeks to reserve a room (see hotel contact information at end of the newsletter) at the reduced rate. Again, information is in the back of the newsletter. If you would like to attend, make your plans now, reserve your rooms and complete the registration. If you need help, please give me a call. It looks like we could have over 10 Lincolns from our region at this Second Annual Grand Lincoln Homecoming.

At our June Board Meeting, Harvey Oberg announced his plans to retire at the end of 2015, and we are beginning planning for a grand retirement party. The date is to be determined, but please plan on attending as Harvey has put 32 years of hard work into our North Star Region. It is to be noted that Harvey is one of the original charter members and founders of the club. Thank you Harvey.

With Harvey Oberg retiring, there will be an opening on our North Star Board of Managers. It is time to think about our October election of managers for the North Star Board of Directors for 2016. Each year in the fall, our Region is required to elect by blanket ballot, one third of our Board of Directors. For 2016, we have three openings. The term of a Region Manager is three years. These positions will be filled by nominations in September and election using mail ballot in October. The new Board of Directors will elect Region Officers for the term of one year in November for 2016. All active members of the region are eligible to nominate and vote in the election. We currently have nine Directors. The bylaws call for at least five directors and no more than nine. Please contact Roger Wothe at home 952.473.3038 or email rwothe@mchsi.com, by Tuesday, September 8th, if you are interested in serving on the North Star board.

LCOC National Merchandise is now being handled by Cornerstone Registration for faster service to LCOC members. You can order over the phone or log into our LCOC web site to order LCOC Merchandise at: secure.cornerstonereg.com/lcoc/login.asp To obtain MEMBER PRICING, make sure you are logged in, then click on Purchase Merchandise

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

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software systems and acronyms. My own involvement in the development of electronic mail began in 1972, shortly after Ray Tomlinson chose the "@" symbol to trigger his new mechanism for transmitting messages from one computer to another. E-mail had existed on individual machines at least from 1965, according to technologist Tom Van Vleck, who was working for MIT at the time. Tomlinson, however, was the first to connect machines. I was an undergraduate studying psychology at the University of California Los Angeles (UCLA) when the ARPANET research group in engineering hired me to do technical editing and user support.

While working on the ARPANET, I discovered the collaborative culture that became the foundation of today's "open systems" practices. Ideas, documents and software were freely shared within this community, and anyone who wanted to learn and contribute could participate, including me — a psychology student who had never taken a programming course.

It helped that my brother, Steve, taught

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

June 4, 2015

Regional Director Bob Johnson called the meeting to order at the Morries Ford Lincoln Dealership, Minnetonka at 7:10 PM. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, and Dennis Owens. Other regional members present were Mary Johnson, and Matt Foley. The minutes of the previous meeting and the agenda were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson went over the 2015 activities and highlighted our 12th Annual Outstate Car Show in Sioux Falls SD and the Mid America Meet at the new Lincoln Car Motor Museum in Hickory Corners MI on August, 5 – 9, 2015. As of June 4, no region members have yet reserved rooms at Sioux Falls, SD or Pontiac IL, please contact Bob Johnson if you plan to do either event, email will be sent to membership again with details. Calendar of all activities will be posted in the *Northstar News*. Final details about the Saturday, June 27, 50th Wedding Anniversary Celebration for Bob and Mary Johnson at their home in Shafer MN, with family, friends was discussed and North Star Region members are invited

Bob Johnson reported for Treasurer Harvey Oberg that the treasury balance is \$3392.53 with all bills paid. With Harvey announcing his plans to retire at the end of 2015, we are beginning planning for a grand retirement party. Date is to be determined, but please plan on attending as Harvey has put 32 years of hard work into our North Star Region besides being a charter and founding member. We want to give Harvey a great send off.

Dave Gustafson reports Region Membership at 140 members and he needs Pride and Joy Lincoln articles.

Bob reported that LCOC National Merchandise now being handled by Cornerstone Registration for faster service to LCOC members. You can order over the phone or log into our LCOC web site to order LCOC Merchandise at: secure.cornerstonereg.com/lcoc/login.asp To obtain MEMBER PRICING, make sure you are [logged in](#), then click on *Purchase Merchandise*

Region project, Black Satin Baseball Award style, Region jacket, Cost \$80. Full LCOC logo on back and Region logo on left front. Jacket has 100% nylon shell and Flannel lining. One jacket on hand, size Extra Large. To purchase or order call Bob Johnson

The meeting was adjourned at 7:45 PM. The next Board Meeting will be at Morries Ford Lincoln Dealership, Minnetonka, 7:00 PM, Thursday, July 9th.

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

The Saga of the '71 Continues

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me computer programming when I was twelve. At the time, the conventional wisdom dictated that, in order to learn computer programming, one needed an advanced mathematics degree. Today, Steve is the board chair for the Internet Corporation for Assigned Names and Numbers (ICANN), which coordinates the unique identifiers across the Internet. More significantly for the current narrative about the early days of the ARPANET, he established the collaborative tone and open availability of the Internet's Request for Comments (RFC) technical document series, which remains, for many, a cornerstone of the Internet's open culture.

I found e-mail to be a compelling technical sandbox. It provides opportunities for assisting group collaboration while presenting significant technical challenges. Designing a good user interface and crafting reliable, fast mail delivery require creative research and careful engineering. My first technical suggestions for e-mail were published as an RFC in 1973, a year af-

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time, was replaced with a complete stainless steel system. All of the hoses and belts were replaced with ones containing the correct numbers. In the process we found that the water pump was leaking, and that too, was corrected. A tune-up with new plugs and wires (correct) completed the job. The car purred like a kitten, ran like a top, and looked beautiful. Another eye catching head turner.

CHAPTER II

In September, 1998 the car was ready for our Mid-America National Meet in Itasca. The first time shown it won a Ford Motor Company Trophy. Winning a Ford Trophy makes the car a Senior Car. Tough competition in this class.

Back to Paradise to get the car ready for the 1999 shows. The rear bumper was starting to flake, so that was taken off and sent out for replating. While on the show field at Itasca our son Bill noticed that the paint on the trunk lid was starting to check. The trunk was repainted. Under the hood, some detailing was necessary consistent with the senior status of the car. The biggest problem, though, was our concern on how to get the car to Dallas for the 1999 Mid-America National Meet.

Memorial Day weekend Mid-America Meet - ship it or drive it. We like to drive our cars, but do you drive a 19-year old car with only 13,000 miles on the odometer? Our decision was to drive. The car was made to be driven. We like to drive our old cars. So we drove it to the meet.

This was the first time that we had ever driven the car more than a few miles. We took Interstate 55 south from Chicago and near the Dixie

Truck Stop at McLean, Illinois we filled up the tank. Marilyn computed our gas mileage and it was 11.9 mpg. We put 19 gallons of gas in a 23 gallon tank. In Missouri we filled up for the second time. This time our mpg was 13.1. Another 19 gallon fill in a 23 gallon tank. We attributed the dramatic increase in mileage to the fact that Chicago area gas is "oxygenated" and "everyone knows that down-state gas gives better mileage



After entering Oklahoma on the Turnpike, the low fuel indicator light went on just as we were passing the Big Cabin oasis. Marilyn checked the mileage to the next turn off. It was about 28 miles. Jack said, "Great, we have a 23 gallon tank, the fuel light comes on when there are 4 gallons left, we are getting 13 miles per gallon. We can go 52 miles before we are dry. No problem."

Guess what? A mile from the turn off for Claremore, we ran out of gas. Marilyn called the Highway Patrol and a Trooper arrived in about 20 minutes. After inquiring about our problem, he tells Jack, "Gather up some money, we're going for gas." Jack got in with the Trooper with the light flashing and the sirens wailing and off they go for gas at about 140 mph. They return, quite soon to Marilyn, who stayed with the car, a gallon of gas is poured into the tank and the car starts right up. The car is driven a mile to the station, and,

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ter I started work on the ARPANET, and I was delighted to see my thoughts taken seriously by the community.

This led to my being asked to help with a two-year effort focused on resolving the confusion created by emerging, independent e-mail formats. The four-person project team, which included Ken Pogran, John Vittal and Austin Henderson, was tasked with developing a single standard. We were spread across the United States, each working at different companies, and we used e-mail itself as our discussion forum, often consulting others from the wider community.

We published the resulting technical specification in a 1977 RFC titled "Standard for the format of ARPA network text messages." The document established what I believe was the first, formal standard for an e-mail object's format — the message content itself. Although primarily codifying existing practice, we also seasoned the specification with a few extra features, such as distinguishing the author from the agent who posted the message and allowing a separate address for replies.

Between 1978 and 1982, I was a graduate student studying comput-

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More Continental

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again guess what, the most gas that can be squeezed into the tank is 20 gallons!

The lesson learned. The tank is not a 23 gallon tank. The low fuel indicator light comes on when there are two gallons left, not four. Twenty-five miles would be stretching it after the light comes on.

By the way, this is only the second time we have run out of gas in 48 years of courtship and marriage. The first was just before Christmas in 1968. Jack bought Marilyn a 1969 Red Volkswagen convertible as a surprise Christmas gift. The Saturday morning before Christmas when Jack was returning from a business trip he asked Marilyn to pick him up at the airport. After getting in the car he told her to drive a certain route that would take them by the dealership. Arrangements had been made to have the car decorated with ribbons and bows and a huge Christmas card was on the hood. On the way, Marilyn ran out of gas. Jack's comment, according to Jack, was "Golly gee honey, you should have bought gas. According to Marilyn the comment was @ \$% ^&#@*#!!!!"

The remainder of the trip to Dallas was unremarkable. At Dallas we cleaned the bugs off the front of the car. At Dallas it won the Dr. Erwin C. Ruth Trophy, best in Senior Class 306 - 1970 or newer Lincoln, Lincoln Continental, Mark Series, Versailles, Town Coupe, or Town Car. Needless say, the Trophy was presented to two proud Fletchers. As best we can recall, our car was one of the few senior cars that was driven any distance to Dallas.

Following the Dallas meet, the

car was driven to New Orleans as Jack had a convention to attend the next week. We left the car at a friend's home while we stayed in the French Quarter. And when the convention was concluded we drove home to Mount Prospect, without an overnight stay.

Except for running out of gas, the car ran beautifully for the entire trip. Our only complaint, it now has 16,000 miles instead of 13,000.

CHAPTER III

The Eastern National Meet was to be held in Ellenville, New York, September 16, 17 & 18, 1999. Jack's 50th High School Class Reunion was also scheduled for that weekend. It was planned to skip the meet and attend the Class Reunion. Our son Bill, though, wanted to show the car. It was entered and Bill drove it to New York. His trip was uneventful, except for the rain from the hurricane that was battering the east coast that week. The day of the meet was dry, however, and most cars made it to the concours field.

Even though all of the items that resulted in a point reduction in scoring in Dallas had been corrected over the summer, and the car was super clean, it did not score well at all in Ellenville. One judge took off a full point for authenticity - even though the car is mostly original - but when doing so he/she failed to make an appropriate notation as to why - a requirement under the rules. All of the judges took deductions because the car did not have a Motorcraft radiator cap. The car was built in 1970, Motorcraft was not in existence at that time, the correct radiator cap for that car was Autolite. One judge also questioned the lack of a center dome light -

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The Never Ending Adventure Continues

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er science at the University of Delaware. During that time, I developed the Multichannel Memorandum Distribution Facility (MMDf), a program for relaying e-mail among different kinds of networks, including via telephone calls. The program was eventually funded by the National Science Foundation (NSF), as part of its CSNet initiative. CSNet extended the reach of the ARPANET/Internet to more computer science research and academic sites, and served as the forerunner to a larger NSF Internet project, NSFNet, which helped to formulate the distributed and independent ownership and administration of today's Internet.

While users and developers of the original ARPANET were readying for the transition to the Internet's technical infrastructure of today, I collaborated with the wider community again, to revise the format specification. This produced what I believe was the first "Internet" standard for electronic mail in 1982. The standard was developed in parallel with the Simple Mail Transfer Protocol (SMTP), which is responsible for moving these messages across the Internet. The standard has been revised twice since

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commenting that he could not believe that the car was built without one. The car scored a second. The car that took the Ruth Trophy at Ellenville was Chesapeake Region's Jim and Carolyn Popp's Mark V with just 28 miles on the odometer. (Many of you saw this car at Itasca, it won a Ford Motor Company Trophy at that meet.)

CHAPTER IV

The next meet on the circuit was the Western National Meet in Irvine California, October 13th through the 17th. Marilyn and I have motored between Chicago and California over a dozen times over the years. We have always wanted to drive old Route 66 from beginning to end. Several times in the past we attempted to do so, but gave up or were diverted along the way. This trip was no different.

We did drive part of the way on Route 66. At one stop, Tucumcari, New Mexico, we met a couple from England that had flown to Dallas, rented a car and were driving every single available mile of the Route between Flagstaff, Arizona and Joplin, Missouri. Next year they plan to come back and drive either the California segment or the Illinois segment. They were embarrassed to ask it, but did want to know why in the rural areas some people have "old fridges" and broken washers on their front porches. Also, why do they leave their abandoned cars in their "gardens" (yards). Our only answer was because they appear to be too lazy to remove them.

When we got to California we learned that several LCOC members from the United Kingdom, who were attending the meet, were making plans to drive Route 66 back to Chicago.

(The Director of the UK Region, Jules Holland, also attending the WNM, got a second treat. On Sunday morning Roger Clements took him for a ride in his 1954 Mexican Road Race Lincoln Replica. Roger had entered the car in Class 201. Insofar as our Route 66 trip went, we tried to avoid the sections of the road that were not paved or the pavement was deteriorated severely. Remember we were driving a senior car to a meet where it would be in competition with some heavy metal.

Except for some minor braking problems that we were able to cope with, the trip was mechanically uneventful. We even had time to make a side trip to the Grand Canyon, where we took a sightseeing flight and were able to take some fantastic photos of this marvelous creation. Throughout the entire trip the weather was exceptional. Each night we would remark to each other, "another day without seeing a cloud in the sky." The temperature was comfortable, too.

After the six day trip from Chicago to Irvine the car was pretty messy, even though we tried to wash it each day on the way out. We were concerned about clean-up, though, because Jack did not have a whole lot of time to do the necessary detailing, having been appointed in January as the Mid-America Assistant Chief Judge by National President Doug Mattix. This meant that Jack had to attend the Judging Standards Committee meetings that were scheduled for the Irvine meet. Also, Bob Faber, our Regional Director and a member of the LCOC National Board of Directors, was unable to attend the annual meeting schedule for Friday, October 15th, so Jack was asked to represent

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then in order to refine language, remove obsolete sections and conservatively add improvements. Over the years, individuals and committees have added mechanisms for remote access and group discussion services (mailing lists), as well as improving capabilities for managing e-mail services and more. This tradition of selective increments, which preserves a stable operational base and therefore the user environment, has been a hallmark of Internet technical development.

By 1989, the Internet was expanding into the commercial sector, including the addition of connections to commercial electronic mail services, such as MCI Mail, OnTyme, Telemail and Compuserve. The connection to MCI, whose e-mail service I helped create, used an enhanced version of my "MMDf" system.

In spite of the changes over the years, an e-mail from the early 1970s is very similar to what we see in messages sent today. Those messages also contained "from," "to," "cc," "bcc," "subject" and "date." However, in the 1970's, messages were strictly text. Today, they can include pictures, Web pages, music, video and more. While there were ad hoc methods for in-

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Even more '71

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the Lakeshore Region.

We were able, though to find a hand car wash nearby, that did an excellent job for just \$39.95 (special). The kid that detailed the car after it was washed spent about 55 minutes and it looked perfect. Needless to say, he got a large tip. The car was taken to the hotel, parked and covered until the morning of the judging. With just a little extra work it was driven to the field, several miles away, and scored First in Class 306, and again won the Ruth Trophy.

After winning the Ruth Trophy in Dallas, we thought about going for the "hat trick" - win that Trophy at all three meets in the same year. (Bob and Joan MacDougal did a "hat trick" with their 1978 Mark V in 1998. Also between 1993 and 1998 only two couples have won that Trophy at the Mid-America meets before the Fletchers won it in 1999 - the MacDougal's and Jack and Ginny Shea. We did not really expect to show the car in New York, so we are not too disturbed about a Second there. We did get two-out-of-three, so in 2000 we put the car in the Emeritus Class mentioned below. All-in-all 1999 was a good year for car shows for the Fletchers.

In 2000 the car was entered in the Emeritus Class, and was driven to all three National Meets: Scottsdale, Callaway Gardens and the Millennium Meet in St. Louis. It scored above 97 points at all three meets. The production of 1971 Lincoln Continental four-door sedans was 27,346. Our car was one of the first 71s off the line. The base price of this car was \$5,437. With options and delivery charges this car had a sticker price of

\$6,135.

Lincoln entered the Seventies by abandoning unitized construction and offering styling more closely associated with Cadillac than anything Lincoln had ever produced in the past. The biggest change for 1970 was a return to separate body and frame construction which had been a feature of the Continental Mark III, introduced in 1968. There were both engineering and cost reasons for this construction change. Also by returning to conventional construction, engineers would be able to shave approximately 300 pounds off the weight of the car.

The new frame was the perimeter type originally introduced on the 1956-57 Continental Mark II, and then reintroduced on the 1965 Fords and Mercurys. Front suspension was essentially unchanged from 1969. It was the traditional ball-joint silent strut front suspension with coil springing. Rear suspension, however, was greatly revised to be very similar to the Mark III's. Power for the new Lincoln was supplied by the 460 cid V-8 introduced with the new Mark III in 1968 and used on the Lincoln Continental from mid 1968 through 1978. This was the first Lincoln engine designed specifically to deal with emissions regulations. It was rated at 365 bhp @ 4,600 rpm and had a compression ratio of 10:1, four-barrel Holley carburetor and 500 lb./ft. of torque at 2,800 rpm.

Overall styling was still Continental with a few concessions, such as rear doors that were now conventionally hinged. Surveys had proved that while Lincoln owners liked the so called "suicide" doors Cadillac owners did not.

The new finely-textured die cast

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cluding these, a standard for it was not developed until the early 1990s — around the time the Internet went global.

Beyond the similarity of message appearance, even more remarkable is that the e-mail service we rely on today has been in continuous operation since those early days. There have been many incremental improvements, of course, but the basic service, allowing users to exchange mail across the extent of the ARPANET/Internet, has not been replaced or interrupted in 40 years. It simply grew from a couple hundred users to a couple billion.

Besides more users, there is also more mail per user. In the 1970s, it was extraordinary for a person to receive as many as 50 messages a day. Today, it's not unheard of for an individual to receive 1,000 messages a day. Although basic e-mail requires only simple technology, it is challenging to scale e-mail and make it an essential service for a large pool of users. Doing this requires adding functionality, designing a good user interface (usability), and providing non-stop reliability while delivering messages quickly.

Today, the e-mail equivalent of the U.S. Postal Service is provided

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Everything you wanted to know about '71s

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grille is rather reminiscent of the 1936-37 Cord with its horizontal theme and concealed headlamps. The new front bumper follows the grille contour and wraps all the way around to the front wheel cutouts. Cornering lamps are located on the sides of the wrap-around bumpers. They operate like directional signals, but only when the headlights are on. Running lights are part of the same units. The full width tail lights/stop lights/turn signals are integrated into the wrap-around rear bumper. Vertical back-up lights are located at the inboard end of each assembly. Horizontally designed rear side marker lights are located in the side wraparound of the bumper. Exterior styling was extremely clean. The grille thrust boldly forward with its lines carried into the bumper below and into the hood trailing back to form a cat-walk area. The side panels were plain and simple with a pronounced rear wheel hump in the rear door of the sedan. Standard rear wheel skirts accentuated the simplicity of line. A thin stainless steel side molding went the entire length of the car from the back of the front wheel cutout to the rear bumper. It had a color keyed vinyl insert to guard against parking lot dents. Another feature adding to the over-all clean look was recessed windshield wipers which had first appeared on the 1970 Continental Mark III. This was combined with ventless side windows, another design feature picked up from the Mark III. While the 1970 Lincoln Continental looked much longer than the 1969 model it was not. The wheelbase was up only one inch to 127 inches and overall length was 225 inches, one inch longer than 1969.

Front and rear treads were increased to 64.3 inches, up 1.9 inches in the front and 3.3 inches in the rear. Interiors were entirely new beginning with a completely new instrument panel inspired to a degree by the '69-'71 Mark HT.

A shading hood stretches full width with all the instruments in little boxes in front of the driver. The doors on both the four-door sedan and coupe are considerably wider than 1969. Door height was also increased. Seats were restyled, and were deeper and wider. All 1970 interiors were roomier than 1969, and luggage space was increased by 19%.

Some new features were a new ventilating system, improved air-conditioning, power seat and outside mirror controls located in the front armrests, new cable-style accelerator linkage, and newly designed standard and optional wheel covers. A number of safety features were added including three-point lap and shoulder belts, a locking steering column, new tamper resistant odometer and optional Sure-Track Brake System.

The Town Car option was continued from 1969 (when it was first introduced) The Town Car remained an optional package until 1981 when it became one of the regular models. An extended factory press release described the 1970 Town Car option as follows: "Vinyl with glove-soft leather seating surfaces, a special napped nylon headlining material color-keyed to the luxurious trim, deep cut pile carpeting and exclusively designed door trim panels with simulated woodgrain appliques add high lustre to the 1970 Lincoln Continental with the Town Car interior option. The

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by independent, interconnected private providers, such as your Internet access service and your employer. The typical machines that are used often process many millions of messages per day, delivering these messages within minutes or seconds and suffering only a tiny fraction of failed deliveries.

Larry Roberts received many more messages than most during the early days of ARPANET. As head of the ARPA office overseeing computer research, including creation of the ARPANET, Roberts wrote a basic program called "RD," which permitted the selective handling of individual messages. However the user's burden of creating replies remained the same as the one needed to create an initial message.

John Vittal overcame this burden with a re-coded version of Robert's program, which he called "MSG." It included a command for replying to a message, similar to what is used today. My impression at the time was that, as soon as this command became widely available, e-mail use exploded. As one of MSG's early users, I found that it permitted quick, convenient, and sustained conversations similar to the conversations we have come to

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This is it, the end

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napped nylon headlining also contributes to the exceptional quietness of the Lincoln Continental ride. (The napped headlining is not available with the white interior).

Changes for 1971 were minor. The hideaway headlights were no longer integrated into the grille. The grille was shortened and the headlight covers were separate steel pieces. The rear bumpers were slightly revised with the tail lights made vertical rather than horizontal. Interior upholstery patterns and colors were greatly changed. Automatic temperature control airconditioning became standard as did tinted glass. Michelin steel belted radial tires became optional for the first time. The "Town Car" option disappeared from the catalog at the beginning of the year but returned later as the "Golden Anniversary Continental." At last the model was identified as the "Town Car" by block letters on the lower front fenders. Other privileges of being a Town Car owner included a plaque on the instrument panel, owner's initials in black and gold on the front doors and 22 karat gold finished ignition and door keys.

The 2,000 LCOC Directory lists eight 1970 coupes, 21 sedans and two Town Cars. It lists four 1971 coupes, eight sedans and one Town Car. Sonny Gray, Jr. in Houston owns a 1970 coupe. Reginald P. Brown III in Grosse Point Park, Michigan owns seven 1970 sedans. The number of 1970-71 Lincoln Continentals listed are but a fraction of the Continental Mark IIIs of the same years listed. This can only be attributed to lack of collector interest in these cars until very recent years.

Help!

The club needs your help. We need ideas, articles and your help to recruit new members for both the LCOC and the North Star Region. Like most volunteer organizations, both the LCOC and the Region depend exclusively on the time of their members to organize shows, tours, activities/events and newsletters.

As you are out and about in your travels, when you see people driving older Lincolns, step up and talk to them about the advantages of belonging to the LCOC and the Region. If you need help "making the sale" let your board members know. We can send out copies of our newsletter and have memberships available for those showing a high level of interest.

We can always use articles about your experiences with your Lincolns, either old or new, our readers will enjoy reading them. Do your best, we prefer submission via email, along with a few digital images, but a story in longhand or printed out, with pictures that we can scan will also work for us. We will do the polishing and make it read nice.

Sign up for events, tours and shows. Everyone is busy during our terribly short summer season (did you notice, the days are starting to get shorter), but if you love Lincolns and older cars in general, you would surely enjoy making the pilgrimage to Hickory Corners for the LCOC Mid-America this August. All the details are on the back page. It will be a great show, at one of the best venues, the Gilmore Museum complex.

The is your club, like everything else in life, we get out of it what we put in to it. Help us make the LCOC and our North Star Region one of the best in the country.

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expect over e-mail today.

By the mid-1970s, other user-oriented e-mail programs arrived on the scene. My own "MS" system was developed while I was at The RAND Corporation. The program was later, re-cast to "MH" by RAND's Bruce Borden and further developed by Marshall Rose at the University of California, Irvine. "MH" became the most commonly used e-mail client software in the technical community and enhanced versions are still in use. While the role of these systems was to interact with users, "sendmail" was developed by Eric Allman at University of California-Berkeley, for providing transfer and delivery services similar to MMDf.

E-mail is the product of collaboration among many innovators, each incrementally advancing the technology. There is no one single "inventor" of E-mail, but it has slowly and gracefully evolved over the years to be one of the most utilized technologies in use today.

Written and published by Dave Crocker in 2012.

From the internet...

Welcome Wagon

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



Micki and I are doing well. We just returned from Bismarck. The Kalvoda family reunion at Mandan celebrated 100 years of Kalvodos in North Dakota. (Unfortunately in 1915 they settled 100 miles East of the current oil boom. However, hundreds of acres of Kalvoda family farmland continue to feed thousands of people. Oh yeah, I finally got my picture taken with a Lincoln Wagon. It could have been mine for less than \$1000 but I passed it up. A clever conversion but I have a feeling it would not have been a welcome wagon at home.

First we welcome **Garth D. and Arlene Gillett**, 19905 Erskine Street NE, Wyoming MN 55092, 763-434-9567, ggillett@usfamily.net.



For the last three years they have been enjoying their 1974 Continental Mark IV. Garth is also working on a VW powered 1952 MG replicar. Garth and Arlene are looking forward to attending Northstar LCOC events.

Next we welcome **Joshua Brimmer** from Brainerd MN, Joshua.brimmer@gmail.com. It is best to reach him on his cell

phone, 407-619-6732 as he is working on pipeline installation, currently near Minot ND. About a year ago Josh found a 1968 Lincoln four door sedan in North Dakota. As Josh told me, "I bought it last year from a gentleman in ND. He hadn't owned it that long and got it at an auction. I assume an older gentleman owned it and kept the car in the garage its whole life. I was just driving by when I saw it and had to have it."



It is a 1968 Lincoln Continental. 34,000 original miles when I bought it and now has over 37,000 miles as I drive it regularly. Original paint and interior, 460 engine, auto tranny, power door locks, windows, trunk, cruise, etc. All of the goodies; even an 8-track player and original bias ply spare tire! I have build sheet and the original window stickers from when it was bought for \$7,800 brand new in 1968. I love driving it and drove it 7 hours from ND to Brainerd, MN where I live now. It has been a pleasure meeting everyone at the luncheon in Shakopee and I hope to meet the rest of the club members soon."

Josh is searching for Model A Ford or a '48-'53 Chevy pickup. My Dad's '49 Chevy 1/2 ton was green. I agree with Josh, if one collector vehicle is good, more are better. Summer is here. Enjoy your Lincolns!



You May Be Interested in these Items for Sale

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

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



Mark VIII file photo

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

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

Call Ted Anderson at 763.561.8143



Northstar Region grille badges are now available.

To obtain yours, contact Harvey Oberg at 651.739.9754



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



Preview of Coming Events

July

Board Meeting at Morries Ford Lincoln, **Thursday July 9th at 7:00PM**
12th Annual Outstate Classic Lincoln Car Show, Saturday, July 18, Sioux Falls
Ford Lincoln, Sioux Falls, South Dakota. 10 AM to 2PM. Driving tour, Friday 8:30
AM leave Burnsville for “the Grotto”, West Bend IA, then on to Sioux Falls. Car show
on Saturday, special tour Saturday afternoon. Sunday, leave for home, stopping in
Tyler MN to visit the other Bob Johnson.
Friday July 17, 2015, Ford Company Product Development Car Show, Dearborn, MI,
Pre-registration approval required

August

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

Driving tour on way to Lincoln Museum event, we will visit the Pontiac Motor car
museum, in Pontiac, Illinois on Tuesday, August 6th, then tour south of Chicago to
Kalamazoo, Michigan.

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

September

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

October

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

November

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

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

www.northstarlcoc.org Click on publications.

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

North Star Activities

SIoux FALLS



LINCOLN

12th Annual Outstate Classic Lincoln Show

Saturday, July 18, 2015

10AM to 2PM

Join us at Sioux Falls Ford Lincoln, Sioux Falls, South Dakota for our very first South Dakota Classic Car Show.

Our driving tour will begin on Friday, July 18th, departing from Burnsville, MN at 8:30AM for the "The Grotto", located in West Bend, IA. After the tour, we will go on to Sioux Falls, have dinner and spend the night. Saturday AM, the Car Show and a easy afternoon, with a possible tour. Dinner, and depart Sioux Falls Sunday morning for Tyler, MN to visit North Star member (the other) Bob Johnson. Then on to home.... More details on page 16.

We are again offering Region Jackets for sale. These Jackets are black satin, 100% nylon shell, flannel lined, snap-front closure, knit collar, cuffs and waist band. Jackets will be embroidered with LCOC National Emblem in gold, back centered and North Star Emblem, front upper Left side. Cost of jacket will be \$80.00, which will include shipping to your home. Sizes available are M, L, XL, XXL Please send information and check to Bob Johnson, (address in Directory) by May 7th, as we may be able to have them before our May car show. Please make your check out to "North Star Region LCOC". Jackets will be sized for men. Women's sizes are a little smaller, so please order accordingly.



August 6 - 9, LCOC Mid-America Meet

As a proud partner of the Gilmore Car Museum, the Lincoln Motor Car Heritage Museum and Lincoln Motor Car Foundation will hold their first ever Lincoln National Meet in Hickory Corners, Michigan. This National Mid America Meet will be hosted by all four sponsoring Lincoln Clubs: the Lincoln Owners Club, the Lincoln Zephyr Owners Club, the Road Race Lincoln Registry and chaired by the Lincoln and Continental Owners Club. Meet Registration

is open to all Lincoln Club members, plus any Lincoln owner is invited to register and attend this grand event. This National meet will draw hundreds of Lincoln enthusiasts and their beloved automobiles! Check out the details on the back page of this newsletter, and make your reservations and plans now!

Make your plans now for July *and* August North Star events. Hotel space is going fast, get your reservations in now to make sure that you have a room to rest your weary body at the end of the day.

In July, our 12th Annual Outstate Classic Lincoln Car Show will be Saturday, July 18, at Sioux Falls Ford Lincoln, Sioux Falls, SD. **Hotel information for Friday and Saturday nights: we have a block of rooms reserved for two nights at the Best Western Empire Towers, 4100 W Shirley Place, Sioux Falls. Room rate is \$124.00 per night which includes breakfast.** Please reserve your rooms now by calling 605.361.3118, these rates are good till June 29, ask for **the Lincoln Owners Club rate**

In August the LCOC Mid America National Meet will be in Hickory Corners, MI, LCOC National is hosting, August 5-9, 2015. We will caravan from McDonalds, Hudson WI, on Tuesday August 4, at 8:30 AM to Pontiac IL, and visit the Pontiac Motor car museum, on Wednesday morning before touring south of Chicago to Kalamazoo.

Hotel information for Tuesday night: we have a block of rooms reserved at the Best Western Pontiac Inn, 1821 W Reynolds St, Pontiac, IL. The room rate is \$94.49 per night which includes breakfast. Please call 815.842.3777 before July 4. To get this great rate, **ask for the Lincoln Owners Club rate.** Please call Bob Johnson if you plan on attending at 651.257.1715 or email arborbob41@aol.com as we would like this information for planning purposes.

Kalamazoo Hotel ---- ***Four Points Kalamazoo by Sheraton*** hotel is just over 15 miles from Hickory Corners, where our new museum awaits your viewing. Enjoy recreational amenities such as an indoor pool and a fitness center, and a complementary hot breakfast for two is included in your room rate of \$109.00 plus tax. The hotel address is 3600 E Cork Street, Kalamazoo, MI. Please call 269.385.3922 and use the code **LINCOLN OWN** to get this special room rate (which is good for three days prior to and after the meet). The room reservation cut-off date is July 10, 2015.