

One of Mike Denney's Favorite Lincolns



Mike's 1952 Lincoln Capri

This story is courtesy of Old Cars Weekly and originally appeared as one of their feature articles written by Brian Earnest. Our thanks go out to Old Cars Weekly. It is one of our long time favorite publications.

Mike Denney is a confirmed fan of cars that are authentic and unmolested. Given a choice between a modified car and one that's unmolested, he'll lean to the factory-issue version most of the time.

Of course, there are exceptions to every rule. A few years back when Denney came across a beautiful example of one of his favorite cars — a 1952 Lincoln Capri — he kept an open mind and didn't balk at it, even though it was not factory-correct. He's never regretted bringing home the Capri and adding it to his collection. The fact that he is the director/editor of the Road Race Lincoln Register didn't hold him back either. He simply knew a great car when he saw it.

"It has a later-model 351 engine and C4 transmission," says Denney, a resident of Mounds, Oklahoma, near Tulsa. "I bought it from a guy who bought it from a man who modified it. He had a wife in a wheelchair and they loved the car, but he wanted to make it more reliable and put air conditioning in it and so forth. There is even evidence he had a device in the trunk to help get her wheelchair in and out... What I liked about it is he really kept it as stock as possible on the outside. He really didn't change anything. The only telltale sign is in back with the dual exhausts. Lincoln only had single exhausts in '52. That's about the only thing that's different."

"Stumbled on it and called the guy in Nebraska. He was telling me about it, and I wanted it so bad we made a deal. We made a deal that if I came up and didn't want it, there were no hard feelings. So I went and drove it, and I was impressed, and obviously, I drove it home, and I've had it

(Continued on page 4)

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 Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	North Star Events	15
Trivia	2		

Editors Message

July 2019

Trivia from the Internet



*Steve Lawrence and Eydie Gorme
Iconic Entertainers*

Steve Lawrence (born Sidney Liebowitz; July 8, 1935) is an American singer and actor, best known as a member of a duo with his late wife Eydie Gorme, billed as "Steve and Eydie." The two appeared together since appearing regularly on Tonight Starring Steve Allen in the mid-1950s until Gorme's retirement in 2009 (Gorme subsequently died August 10, 2013).

Lawrence was born as Sidney Liebowitz in the Brooklyn borough of New York City to Jewish parents, Max, a cantor in The Bronx, and Helen. He attended Thomas Jefferson High School. Steve also attended PS 174 in the East New York section across from his house and later went to PS 109 in the

(Continued on page 3)

June has slipped through our fingers, but we have two-thirds of our summer left, and hopefully a very nice fall. Hopefully, we will have some very nice weather for going out and doing a little cruising in our favorite Lincoln or whatever fine car you have tucked away in your garage.

We are always looking for interesting stories from our members. Please send us something interesting, hopefully involving cars, either old or new; we are not fussy. If you have a story to share about a new Lincoln, we would like to hear about that, too. Your interesting stories help us define what our newsletter is. Please let us hear from you soon.

Back to the 50s, at the Minnesota State Fairgrounds has come and gone. There was the promise of rain that weekend, but for the most part, it stayed dry. News reports say that there were over 12,000 cars there, with a lot of customs and street rods. There were even a few Lincolns in attendance, along with their owners, not a huge number, but I am sure that it was nice to see a few in with the many Fords and Chevrolets. But then, Lincoln has always been for those who take the road less traveled. For the real car guys and gals, there is no bigger event to see.

Please check out the activities that we list on the last two pages of our newsletter, and try to make an effort to attend some of them. If you have any suggestions for future events, please let Bob Johnson or Jay White know. We can always use a few new places to travel to and some different sights to see. Let's get together and build some great memories. The Lincoln and Continental Owners Club and the North Star Region were created years ago by many different people who shared an interest in Lincoln automobiles. Sixty some years ago, it was focused more or less on those models from the 1920s, 30s, and 40s, and in particu-

lar, the Continental, the styling icon brought to market by Lincoln in 1940. As time passed, the club became more inclusive and now includes those models that are 10 years or older as eligible to participate in judged events. While cars have been the main reason over the years for coming together, today, it is the friendships that result from joining and participating in the club, and it's various activities. Some of the finest people that I know are



Sweet Olga checking out the flowers that are in the small planter in our front yard. All girls like flowers and Olga is no exception. It is a nice summer day with a light breeze and it is nice to be outside.

members of our club, and my life, over the years, has been so very much better because of these friendships. Give some consideration to making the trek over to Hickory Corners, Michigan this August for the annual "Lincoln Homecoming" to be held at the Gilmore complex home to the Lincoln Motor Car

Museum. For many of us the Lincoln Museum is the main attraction, and it is one of the best at Hickory Corners. But, there are a lot of other museums there, too, including the Classic Car Club of America Museum; the Cadillac Club Museum; which also is very nice; The Pierce Arrow Collection; the Ford Model A Museum; the Franklin Automobile Collection and other interesting marquees spread out over the 90 acre campus. If you are interested in going, give Bob Johnson a call and he will help you with reservations. I hope to see you there.

If you have some time this summer, take in some of the smaller car shows in the Twin Cities area. There are some great ones out there. And there are a lot of them in some of the outlying communities. Southwest of the Twin Cities, the small town of Henderson does one every Tuesday evening. I have not been there, but I am guessing that there are a lot of interesting cars that do show up. Many of these will not be familiar to most of us. Go out and make some friends and sign up a few new members for the Lincoln Club.

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

Directors Message by Bob Johnson

July 2019

(Continued from page 2)

Brownsville section.

In the late 1950s, Steve Lawrence was drafted into the Army and served as the official vocal soloist with The United States Army Band "Pershing's Own" in Washington, D.C.

*Lawrence had success on the record charts in the late 1950s and early '60s with such hits as "Go Away Little Girl" (U.S. #1), "Pretty Blue Eyes" (U.S. #9), "Footsteps" (U.S. #7), "Portrait of My Love" (U.S. #9), and "Party Doll" (U.S. #5). "Go Away, Little Girl" sold over 1 million copies and was awarded a Gold record. However, much of his musical career has centered on nightclubs and the musical stage. He is also an actor, appearing in guest roles on television shows in every decade since the 1950s, in shows such as *The Danny Kaye Show, The Judy Garland Show, The Julie Andrews Hour, Night Gallery, The Flip Wilson Show, Police Story, Murder, She Wrote, Gilmore Girls* and *CSI*. His appearances on *The Carol Burnett Show* (1967-78), with and without wife, Eydie, were especially ubiquitous. In the fall of 1965, Lawrence was briefly the star of a variety show called *The Steve Lawrence Show*,*

(Continued on page 5)



June is finally drying out here in Shafer and I am now down to cutting grass every six days from every four days a couple of weeks ago. We are now in the summer season. Please get your Lincoln out and bring it to our events, we need your participation.

We began our 2019 car show season with our 11th Annual Memorial Day car show at Lincoln of Bloomington Saturday, May 25. We had a cool and sunny day, NO RAIN. Our attendance was lower than expected, but all that attended had fun and enjoyed Lincoln of Bloomington dealership location, barbecue lunch, and their friendly staff.

Our event for July is the Car Show in Maple Grove, which is during Maple Grove Days Saturday, July 13, 2019. We will meet at Perkins, at 8 a.m., for breakfast, at 11801 73rd Ave. North in Maple Grove. It is just south of 694 on Hemlock. Take the Hemlock exit off 694. If you don't want to meet for a breakfast, meet the group at the same place at 9 a.m. We will then drive to show and park together to make a Lincoln Mini show in the main show. Show is 10 a.m. to 3:30 p.m., with \$5.00 entry fee, entrance is at 8001 Main-street. If you can't make the early times, still come and attend this fun show and enjoy Maple Grove. Please call Jay White for more information

For August, we will do a Sunday Brunch at Dangerfield's restaurant in Shakopee on Sunday, August 25 at 11:30 a.m. This way we can enjoy this fine establishment's tremendous buffet selection during the summer when all of our members are here at home.

Our next car show is our Second Annual Lincoln Car Show, at West End Lincoln, Saturday, August 31, 2019, 10 a.m. to 2 p.m.

We have several North Star Region members already registered for the Sixth Annual Lincoln Homecoming meet in Hickory Corners, Michigan, on August 7-12, 2019. The registration cutoff is July 21 and room reservations at the Four Point Hotel cutoff is also July 21. Please do your reservation and registration now because time is down to three weeks before the cutoff date. All Homecoming meet information is at: lincolnmotorcarmuseum.org, and you now can register using an online credit card feature which was just implemented. The host hotel is the Four Points Kalamazoo with a room rate of \$117 per day, which includes complimentary breakfast. The Hotel reservation phone is 269-285-3922.

WE NEED YOU TO RECRUIT ONE NEW LCOC MEMBER IN 2019! How simple can it be, again, it is up to you? Can you recruit just one member for LCOC in 2019? "Only you can do it"; Fellowship Plus Friends Equal Fun in the LCOC! We have a good start to 2019; here are our new members so far.

John Zwinger, Hasting, recruited by Brian Carlson; Jerry and Carole Mehr, St Joseph, recruited by Bill Holiday; Nick Goman, Clearlake, recruited by Tom St Martin; Bob Peterson, Prior Lake, recruited by Dave Gustafson

Facebook progress we are now up to 239 likes. Please post your Lincoln pictures and stories on our Facebook page-North Star Lincoln Continental Car Club.

We still need "Our Pride and Joy" articles about your Lincoln. Please share your story about your car with all of our members; we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson; he can only do the newsletter with material that you send him, so get busy.

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

Bob and Mary Johnson...

Board Of Directors - 2019

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

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

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

Mike Denney and his 1952

(Continued from page 1)

7-8 years. Yes, I was a little worried about it until I saw the car in person. The gentleman who did the work just did a stellar job. He didn't cut anything up. It's just a really great car, and I'm just so happy with it."

Denney has been around Lincolns all his life and has been a longtime lover of Ford products, and Lincolns in particular. He's got a 1940 Ford street rod at home that was once his grandfather's car. He also modified and restored a '53 Mercury; which he still has, and has owned a '57 Ford station wagon for many years. They all share space with his 1983 Lincoln Mark VI; which is a low-mileage original.

"I grew up with these Lincolns. My parents owned a '52 and then a '55, plus many Lincolns after that," he says. "That first car, my parents drove it well over 100,000 miles and then gave it to my grandmother. Then they stumbled into a low-mile 1955 Lincoln Capri; which is the car I took my driver's test in. They've owned Lincolns ever since. I've always liked the stock ones. At the time I bought this '52, I had a super-nice '53 Cosmopolitan that was bone-stock. The bodies are almost identical. Honestly, I wound up driving my red one all the time so much more; I guess because it was the most reliable. This car I just trusted more."

"I kind of was a snob about them, until this car. But I've always built street rods, so I'm not afraid of modifying cars. My grandfather's '40 Ford is a street rod now... I'm a 'car-aholic.' I love them all. I don't turn my nose up at any cars these days."

(Continued on page 6)



Where the power lives. Not your stock 317 Lincoln V8, this is a Ford 351 cubic inch motor, coupled to a Ford C6 three speed automatic. Note the A/C compressor to the left. This is one very interesting and sweet Lincoln.

Northstar Monthly Board Meeting Minutes

June 6, 2019

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Matt Foley, Larry Sasse, Tom Brace, and Roger Wothe. Other Region members present were Mary Johnson, Dave Sandels and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reported that the July Out-state Car Show at John McDowell's had been canceled. There followed a discussion of Summer Cruise Nights. The August brunch will be at Dangerfield's Restaurant in Shakopee Sunday, August 25. Then he listed the 2019 LCOC National activities:

- LCOC Western National Meet July 10-13 at Grand Junction, Colorado
- NO** Mid-America National Meet for 2019
- LCOC Eastern National Meet September 19-22 at Duchess County, New York
- 2020 Grand National Meet hosted by LCOC at Lincoln Homecoming

Treasurer Matt Foley reported the treasury balance to be \$4,763.59 with all bills paid.

Membership and Publications Director Dave Gustafson reported the current membership to be 143 with four new members. Please send your "Pride and Joy" articles to Dave. He will also be publishing a Regional Directory and Vendor's List soon.

Activities Director Jay White reported that Facebook "likes" is at 231. Facebook is currently listing 60 Lincoln groups.

There being no further business, the meeting was adjourned at 7:40 p.m. The next meeting will be Thursday, July 11, at 6:30 p.m. at Bloomington Lincoln.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 3)

"one of the last television shows in black and white on CBS."

He and Gormé appeared together in the Broadway musical Golden Rainbow, which ran from February 1968 to January 1969. Although the show was not a huge success (a summary of this experience is chronicled in unflattering detail in William Goldman's 1968 book The Season),^[s] the show contained the memorable song "I've Gotta Be Me." This song was originally sung by Lawrence at the end of the first act of the musical; Sammy Davis, Jr. would later record a version of the song that became a Billboard Top 25 hit on its Hot 100 pop singles chart in 1969. None less than the "Chairman of the Board" himself, Frank Sinatra, was known to have repeatedly stated that the best male vocalist he had ever heard was Steve Lawrence, although he also repeatedly said the same of Tony Bennett.

He starred as Gary McBride in the 1972 film Stand Up and Be Counted, opposite Jacqueline Bisset and Stella Stevens. In 1980, he was introduced to a

(Continued on page 6)

For Sale - 1969 Mark III



Complete, runs and drives. I bought this Lincoln from an older Lodge brother three years ago. The block has been cleaned out, rusted out frost plugs replaced. New Edlebrock carb, new radiator, gas tank has been cleaned and relined. Still needs some minor body work, electrical and power windows. Drivers side seat needs some upholstery. This is a great starter Lincoln and it is available for \$2,000. Call me and come take a look at this car with great potential. David Carlson 612.859.3600.

(Continued from page 5)

new generation of fans with his portrayal of Maury Sline in *The Blues Brothers* and later reprised the role in the 1998 sequel *Blues Brothers 2000*. His other films include the Steve Martin comedy *The Lonely Guy* (1984) and the crime thriller *The Yards* (2000).

In 1984, he and comic Don Rickles hosted ABC's *Foul-Ups, Bleeps & Blunders*.

In 1985, Steve and Eydie Gorme played Tweedledee (Gorme) and Tweedledum (Lawrence) in Irwin Allen's film adaptation of *Alice in Wonderland*.

He played Mark McCormick's father, Sonny Daye, in two episodes of *Hardcastle and McCormick*. In 1999, he appeared as the much-talked about, but never really seen, Morty Fine, father of Fran Fine in a few of the final episodes of *The Nanny*. In 2011, he portrayed Jack, a wealthy love interest of Betty White's character, Elka Ostrovsky, on *Hot in Cleveland*. In 2014, he guest-starred in an episode of *Two and a Half Men* on CBS and sang the theme song to the

(Continued on page 7)

(Continued from page 4)

Fast Times and Hot Rod Lincolns. There were a lot of things to love about the early-1950s Mercury Capris; which became known as the "Road Race Lincolns." They were handsome, wonderfully built cars with clean lines, understated elegance, and a well-deserved reputation for being among the best-performing cars on American roads. The Lincolns cleaned up in the Panamerica race from 1952-'54, earning them their cool nickname. The races lasted five days and covered 1,908 miles, and established the Lincolns as some of the hottest street cars of their time period.



The '52 in a classic pose in front of the Shell station at the Gilmore complex at Hickory Corners, Michigan. It looks right at home.

Before 1952, the Cosmopolitan was Lincoln's top tier, but that changed when the Capri was unveiled for the '52 model year. All three body styles — two-door coupe, two-door convertible, and four-door sedan — used a 123-inch-wheelbase chassis. Some major styling changes that gave the '52 Lincolns a leaner, less-rounded profile. The headlights protruded slightly in front instead of being recessed, and there was "wraparound" glass in both the windshield and back window.

A new ball joint suspension system and refined power steering complemented Lincoln's classy looks and helped provide a quiet, luxurious ride — nothing new for a Lincoln. But it was in the drive train where things really got interesting and set the Capris apart and gave them their wolf-in-sheep's-clothing persona.

A new 317-cid engine for 1952 was Lincoln's first foray into the world of overhead-valve engines, and while the company was scrapping its L-head design, it also decided to swap the Holley two-barrel carburetor for a four-barrel version in 1953. The four-barrel,

combined with higher compression and larger intake valves, kicked the Capri's horsepower rating up to 205. That was the setup in the '53 Capri coupes that entered the 1952 Carrera Pan Americana and swept the top four places, with winning driver Chuck Stevenson averaging better than 91 mph for more than 1,900 miles. The Lincoln race teams had similar success in the next two years

Denney's car was one of 5,681 Capri two-door hardtops built for the '52 model year. It would have carried a base price of \$3,518 before any add-ons. Popular options that were available included luxury items such as a power front seat and power windows plus a grille guard, heater, radio, and whitewall tires. Spotlights and a "Maximum Duty Kit" for owners who wanted to do a little racing were also available.

"The biggest thing that happens is people call them Mercurys because it does have so many styling cues like a Mercury," Denney notes. "If you don't tell them what it is, people say, 'Nice-looking Mercury!' The truth is, I have a '53 Mercury, and there is no interchangeability at all. While they may look the same, there is nothing interchangeable between the two. Mercury's do share a lot with Ford, but Lincoln I think tried to make this one unique."



Seeing Red. Denney isn't sure where his red '52 lived all of its previous life, or how it stayed in such good shape, but he's plenty grateful to all the previous owners. "I don't know much about its history, but it's not a rusty car, and I'm pretty sure it came out of Nebraska originally, but I can't swear to it. There is not a drop of rust anywhere that I can find."

At some point in its past, the '52 Capri got a nice new paint job, new interior, and re-

(Continued on page 7)

(Continued from page 6)

parody miniseries *The Spoils of Babylon*.

Lawrence and Gormé married December 29, 1957, at the El Rancho Hotel in Las Vegas, Nevada. They had two sons together. David Nessim Lawrence (b. 1960) is an American Society of Composers Award-winning composer who composed the score for *High School Musical*. Michael Robert Lawrence (1962-1986) died suddenly from ventricular fibrillation resulting from an undiagnosed heart condition at the age of 23. Michael was an assistant editor for a television show at the time of his death and was apparently healthy despite a previous diagnosis of slight arrhythmia.

Gormé and Lawrence were in Atlanta, Georgia, at the time of Michael's death, having performed at the Fox Theater the night before. Upon learning of the death, family friend Frank Sinatra sent his private plane to fly the couple to New York to meet David, who was attending school at the time. Following their son's death, Gormé and Lawrence took a year off before touring again.

Lawrence received a New York Drama Critics' Circle Award and a Tony Award nomination

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More 52 Lincoln

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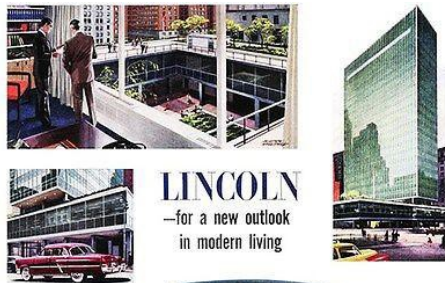
plated chrome all the way around. The 351-cid Ford V-8 apparently came out of a 1977 pickup. "There was a two-barrel on it originally, but I had a little difficulty with a vacuum leak, so I put a brand-new Edelbrock four-barrel on it with a new manifold, and that really made the car come to life," Denney says. "And it's such a nice-riding car. It was not a big, sloppy-handling car. It was the first car with ball joints ... There were a lot of firsts with Lincolns of that era."



What a picture! Mike's 1952 in front of Ford's World Wide Headquarters.

With his standing in the Road Race Lincoln Registry, Denney knows he has a bit of a standard to uphold when it comes to his favorite Lincolns. Even though it's not completely authentic, he never needs to make any apologies for his lovely '52. He figures he's got the best of both worlds.

"I enjoy both sides of the road. I enjoy a stock car as much as the next guy, especially when these Lincolns are kept stock," he concludes. "With this car, I get so much pleasure from it, and I'm so proud of it. Either way, at the shows I got to, I'm often the only guy with a Lincoln!"



Johnson's Honored



Mary and Bob Johnson with their Award for Exemplary Service to the Lincoln and Continental Owners Club and the North Star Region. The award is a captioned "Fracture" glass picture and shows Bob and Mary with their Mark VII at the Tulsa meet.

At our April brunch, an award was presented by David Gustafson, on behalf of the Lincoln and Continental Owners Club board of directors to Bob and Mary Johnson for their many years of service to both the North Star Region and the National Club.

Both Bob and Mary have made many trips across the United States working all the time to advance the principles of our organization at various national meets and other events. Bob has served at the national level as Membership Chairman, Vice President of Regions and Executive Vice President, retiring from that position this past December.

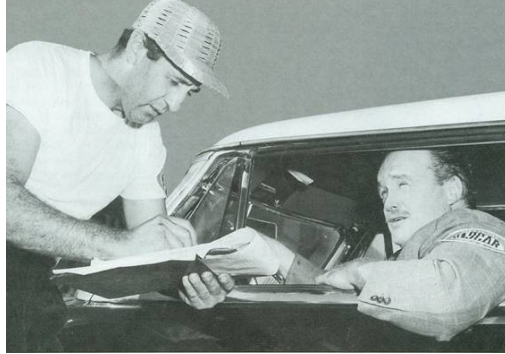
Bob was always known as the "go to guy" for his ability to take complex problems and reduce them to manageable bits and pieces. During all this time, Bob's very patient other half, Mary, was always by his side, helping him to keep going through thick and thin. The LCOC and the North Star Region have been much better off due to their tireless efforts.

It was with the sincerest form of gratitude that this award was presented to both Bob and Mary for their exemplary service.



Uncle Tom tests Lincolns

The following article originally appeared in the July-August issue of *Continental Comments* and was written by Tim Howley.



Tom McCahill with his 1953 Lincoln at the 1953 Daytona Speedweek.

If you grew up with cars in the fifties, especially Lincolns, Tom McCahill was your journalistic hero. Tom was the father of the automotive test drive report in North America and the originator of the 0-60 drive test. He test drove them all, and during the Mexican Road Race era his favorite were the Lincolns, 1952-1957.

He test drove cars for *Mechanix Illustrated* from 1946 to 1975. His prose was candid, colorful, delightfully outrageous and hilariously frank. His style of automotive writing has never been equaled. A car was either "as flat in the turns as a bald eagle's head" or "as fast on the straight-aways as Bob Hope's one liners." It either "screamed like a leprechaun getting a hot-foot" or was "as hot as a hornet's kiss." Every other test driver reporter in the field failed to even come close to imitating him, and many decades after he is dead and gone they are still hopelessly trying. Tom took the starch out of stuffed shirt automotive journalism. Tom's irreverent style brought a smile to every reader and a groan to every manufacturer. He moved automotive drive reports from somber church pews to everybody's driveways, and everybody from bishops to bellhops quoted "Unk" because he was like everybody's fun loving uncle.

Tom poked fun at every new car on the road from the Nash Metropolitan to the Chrysler Imperial. He made John Q. Buyer laugh and made pompous Detroit public relations men run in the other direction when he came to the motor city test tracks. He loved to take pot shots at silly Detroit styling. One of his favorite targets was

Buick's portholes. When Buick went from round portholes in 1949 to oblong portholes in 1950, Tom wrote, "This new peephole shape was undoubtedly designed to make it easy for midgets with square heads to look in." He even poked fun at his own bald head and imposing size. He stood six feet one inch tall and weighed 250 pounds.

Tom had a thing about midgets, possibly because of his own size. He also came up with some dandy names for the people who owned the types of cars he tested. Terwilliger Muffinpuss. Lord Whiffenpuff. His "McCahillisms" were priceless.

His black Labrador "Joe" was his sidekick and road-testing co-pilot. His other constant companion was his first wife Cynthia who he once almost ran over. She was his photographer on many of his missions. His other two photographers were Tom and Bill Parker, editors of *Mechanix Illustrated*. Later his photographer was Brooks Bender, his stepson and the son of his second wife.

Tom's chief complaints were idiot drivers and unsafe cars. He blamed the drivers more than the cars for accidents. Tom was continuously at odds with Detroit about everything from bad brakes to useless trinkets. One of Tom's favorite words was "idiot." He even coined the term "Idiot lights" for those red dash lights that replaced the oil and amp gauges.

Tom was an early champion of NASCAR and a close friend of Bill France, NASCAR founder.

Originally, he worked out of New York, then moved to a farm in New Jersey. He moved to Daytona Beach, actually Ormond Beach, in the fifties. His favorite pastime was duck hunting. He belonged to several duck clubs.

Thomas Jay McCahill, III was born in Larchmont, New York, in 1907, the year that Henry Ford began building his Highland Park plant for the soon to be born Model T. His family was so Scottish that he later claimed to be the last living descendant of the 18th century Highwayman Rob Roy. Tom's grandfather and namesake made a fortune as a lawyer handling libel suits, and he left an impressive estate to Tom and his father Thomas J. McCahill, II. Actually, Tom got most of the estate, and he and his father fought bitterly over the inheritance until his father's death. Tom studied at Yale,

(Continued on page 9)

(Continued from page 7)

for his performance as Sammy Gluck in *What Makes Sammy Run?* on Broadway (1964), and two Emmy Awards, one for production for *Steve & Eydie Celebrate Irving Berlin* (1978).

With Gormé, he has been the recipient of two Emmys for *Our Love is Here to Stay*, a tribute to George and Ira Gershwin; a "Best Performance By a Vocal Duo or Group" Grammy Award for *We Got Us*, a Film Advisory Board's Award of Excellence and a Television Critics Circle Award for *From This Moment On*, a tribute to Cole Porter. In 1989, they started the record label GL Music. They sang with Frank Sinatra on his seventieth-birthday tour and on his album *Duets II* (1994).

The duo also won a Las Vegas Entertainment Award for "Musical Variety Act of the Year" four times, three of them consecutively. They were honored with a lifetime achievement award from the Songwriters Hall of Fame, and in 1995 were the recipients of an Ella Lifetime Achievement Award from the Society of Singers, a nonprofit organization that helps professional singers with counseling and financial as-

(Continued on page 9)

Tom McCahill continued...

(Continued from page 8)

sistance.

Eydie Gormé (born Edith Gormezano; August 16, 1928 - August 10, 2013) was an American singer who had hits on the pop and Latin pop charts. She sang solo and with her husband, Steve Lawrence, on albums, television, Broadway and in Las Vegas. Eydie was a first cousin to re-nowned singer-songwriter-pianist Neil Sedaka.

Gormé was born in the Bronx to Sephardic Jewish parents. Her father was born in Sicily, her mother in Turkey. They spoke several languages at home, including Ladino, which is rooted in Spanish. After graduating from William Howard Taft High School; which she attended with Stanley Kubrick, Gormé found a job as a translator. At night she studied at City College. On weekends, she sang in a band led by Ken Greengrass.

She appeared on the radio program Cita Con Eydie (An Appointment with Eydie), changing her name from "Edith" to "Edie" and then "Eydie" because people mispronounced "Edie." She considered changing her last name, but her mother told her, "It's bad enough that you're in show business. How will the

(Continued on page 10)

(Continued from page 8)

dabbled in sports and art, but mainly majored in being a playboy. The Great Depression cut his plans and his fortune short. For a while, he sold a suntan oil of his own concoction. Eventually, his chief interest led to cars, and for a time he was a Marmon salesman while driving cars like Packard, Stutz, and Pierce-Arrow. He operated service garages in New York City and Palm Beach for Rolls-Royces. When this venture flopped, he started writing articles for yachting magazines, then *Popular Mechanics* and *Reader's Digest*. There is no record that he ever did an honest day's work in his life. By the time World War II came around, he was too old for the service and too young to clip coupons for the rest of his life. At the end of the war, he sold *Mechanix Illustrated* on the idea of writing drive reports on the 1946 automobiles; which were really "'42s with new toupee's," according to Tom.



A 1946 Ford like this one was McCahill's first test car.

He bought one of the first 100 '46 Fords built and gave readers his driving impressions in the February 1946 issue. Later he drove this same car from coast to coast. He test drove a 1946 Buick in the same issue and was more critical of the Buick than the Ford. His candidness, but not his comedic writing style, was not apparent in these drive reports.

In the August 1948 issue of *Mechanix Illustrated*, he made a name for himself and shocked all the critics and disbelievers by test driving a 1948 Tucker. This was right at the beginning of Tucker's troubles with the press, the U.S. Senate and the Securities and Exchange Commission. He went to the Chicago factory where he found at least 2,000 men working on 200 Tuckers in various stages of production. He drove the car. Con-

trary to the reports he had heard, it did back up. It went from 0 to 60 in ten seconds and hit 105 mph. He then concluded his report by writing. "The car is roomy and extraordinarily comfortable. It steers and handles better than any American car I have ever driven. As to road ability, it's in a class by itself. I'll really go out on a limb and will say that if this car will stand up and prove reliable, it will make every car made in America look like Harrigan's hack with the wheels off. The car I was driving might start coming apart in 50 miles — that I don't know. But you have my word on it; when I was driving it, it was tops."

He tested the three-wheel Davis in the same issue and upset more apple carts. He went around and around in a 200 square foot room at close to 60 mph. He was amazed at the car's turning ability and he was unable to make it roll over. The car's critics said it would roll over like a baby buggy. McCahill proved it wouldn't roll over under conditions where traditional four-wheel cars would. He also said it could be parked on a dime.

From 1946 to 1975, Uncle Tom performed over 600 road tests and all but a few of them were printed. He loved dogs but loved playing the horses even more. The playboy of his youth never left him as he hob-nobbed at the race tracks with movie stars, millionaires, would-bes, wanna-bes, has-beens, and never-weres. One of his best friends was band leader, Paul Whiteman with whom he shared many a bottle of scotch in the duck blind, although Tom was never a heavy drinker. Tom loved to shoot, but he liked to shoot the bull more than ducks.

At some point, he and his first wife, Cynthia were divorced. He then married a woman named Jeanne with a son named Brooks Bender. In Tom's later years, Brooks was his photographer and assistant. He also had a personal secretary who did his typing. Evidently, he would type up his original report on an old portable typewriter, and his secretary would retype it correcting the spelling and punctuation but not taking out his witty, wacky writing style; which made him famous.

Tom became an ardent Lincoln fan and owner when the era of the Mexican Road Race Lincolns came to pass. He reported on

(Continued on page 10)

More Tom McCahill

(Continued from page 9)

neighbors know if you're ever a success?"

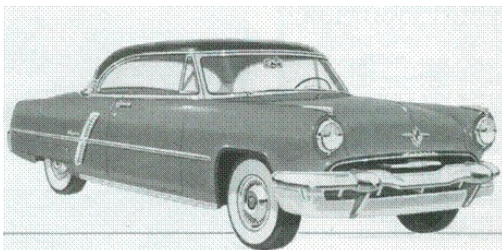
Gormé sang with the Tommy Tucker band for two months in 1950, followed by a year with Tex Beneke's band. She signed as a solo act with Coral Records in 1952 and released her first single, "That Night of Heaven." She was hired by *The Tonight Show* in its early days with Steve Allen and formed a duo with another one of its staff singers, Steve Lawrence. As *The Tonight Show* was beginning to broadcast across the country in 1954, the duo released their first single, "Make Yourself Comfortable/I've Gotta Crow."

Gormé had her first chart hit, "Too Close for Comfort," in 1956 after moving from Coral to ABC-Paramount Records. Two more hits followed. "Mama, Teach Me to Dance" and "Love Me Forever" reached the Top 40 singles chart while her albums *Eydie Gorme* and *Eydie Swings the Blues* reached the Top 20 albums chart. In 1957 Gormé and Lawrence were married, and several months later they hosted *Steve Allen Presents the Steve Lawrence-Eydie Gorme Show* after Allen retired from *The Tonight Show*. Three more singles by Gormé

(Continued on page 11)

(Continued from page 9)

the 1952 Lincoln in the February 1952 issue of *Mechanix Illustrated*. He wrote, "The 1952 Lincoln is the only 100 percent new American car, with the exception of the Willys that buyers on these shores will see for many a moon. There are no holdovers from former Lincolns. These cars from tire tubes to tail pipes are brand-new in every way...." Like the rest of the car, the engine is entirely new from spark plugs to dip stick. It's a beautiful overhead valve V-8 that purely from a look's standpoint, is way ahead of anything else in the county. In operation, it is magnificently smooth in all ranges and purrs like that cat that not only swallowed the canary but the canary's whole family, too. It is far superior to its rough predecessor, the L-head V-8 of 1951. But — and this is a big but — if Henry Ford's name was Sam, I'd be tempted to say, 'Sam, you made the pants too small.'



McCahill criticized the 1952 Lincoln for its lack of horsepower.

"The new Lincoln engine is smaller than last year's flat-top V-8; which was the biggest in the industry at 337 cubic inches. The new mill is 317 cubic inches and develops 160 horsepower (so they claim) as against last year's 154 horsepower. Now, Cadillac claimed 160 hp. in their '51 engines and Chrysler 180 — but — and here's another tremendous but — the 1951 Caddie and Chrysler claimed 312-foot pounds of torque and the new Lincoln engine only 284.

"When I asked one of Lincoln's top engineers why they broke away from the trend and built the engine smaller when everyone else in the industry was going after more power, he threw that old plum 'operating economy' at me. Don't think for a second that the new Lincoln is backwards in performance. It isn't. The Lincoln with overdrive is a real 100-mile-an-hour car. But it falls short of being a performance leader in

its class, especially in the low pickup ranges."

Earlier in the article, McCahill mentioned that the 1952 Lincoln could be equipped with either overdrive or GM Hydra-Matic. He said that the overdrive was being offered only to keep Lincoln competitive in the Mobilgas Economy Run; which a 1951 Lincoln ran away with the previous year. He did not mention that the 1952 Lincoln was designed and engineered to compete with Oldsmobile, not Cadillac. Tom may not have known that.

He went on to write, "The Lincoln is unique, however, in being the first new car in many a day that doesn't outperform its predecessor. And this one doesn't. The 1952 Lincoln with HydraMatic took 14.8 seconds to get to 60 from zero in Drive, all-the-way and 14.6 starting in Low and shifting to High. In 1949, the first Lincoln with HydraMatic took 14.8 using Low and High; hardly any difference. A 1952 Lincoln with overdrive averaged 14.1 seconds — and this is the transmission they may drop." (His top speed was 100-102 mph with overdrive, 98 with HydraMatic.)

"Frankly, this was a frustrating car for me to test. It had everything — almost. The Capri hardtop is a really sporty looking number. (But, Henry that engine — it's too small.) This is one of the finest handling big American cars I have ever driven and in the luxury and comfort departments I have found it unbeatable. On the S bends of the Ford high speed track where I made my tests this car held the turns like a leech. It was a true pleasure to steer. This is undoubtedly one of the finest American cars ever built. (But Henry — that engine!) It is also one of the first rigs I've driven that had me wondering how I would hop it up before I had driven it five miles. The bore is 3 1/8 and the stroke 3 1/2. Chrysler and Caddie at this writing sport about the same dimensions at 3 13/16 and 3 5/8, just a little bigger. But how that little difference adds up.

"With just a little here and a mite there the new Lincoln could be a wildcat, and I hope to be able to report in the roundup in the December issue of 1952 that the new job, slightly changed, finally put itself up in the front with Chrysler and Caddie in the performance department. In style, comfort, and luxury, it is a magnificent automobile

(Continued on page 11)

Tom McCahill continued..

(Continued from page 10)

and two more albums became chart hits. In 1960 they sang in clubs and released *We Got Us*, their first album as a duo. In 1963, she reached the Top Ten in the U.S. with "Blame It on the Bossa Nova." The song earned her a Grammy Award nomination for Best Female Vocal Performance and was certified gold after selling one million copies. The album *Blame It on the Bossa Nova* entered the Top 40 with four more hit singles during the same year. Two were recorded as the duo Steve & Eydie. Then she turned to show tunes. "If He Walked Into My Life" was an Easy Listening hit in 1966 and earned her a Grammy Award for Best Female Pop Vocal Performance.

Steve and Eydie moved on to Broadway, starring in the musical *Golden Rainbow* based on the play *A Hole in the Head*. "How Could I Be So Wrong" by Gormé, which was performed in the musical, was a hit on the Easy Listening chart. The musical had a successful one year run. Steve and Eydie signed to RCA Victor and released a pair of albums while Gormé had another hit with the title track and album *Tonight I'll Say a Prayer* in 1970.

(Continued on page 12)

(Continued from page 10)
right now."

McCahill was so pleased with the 1953 improvements, especially in the engine that he bought a 1953 Capri hardtop for his own personal use. Here is part of what he had to say in the March 1953 issue of *Mechanix Illustrated*: "Well, they finally wacked the whiskers off Lincoln. For lo! ... In 1952, they introduced a car that almost had everything but instead fell as flat as yesterday's soufflé — in performance...But how about the '53 jobs that cleaned up the stock division of the 1,900 mile Mexican road race by finishing 1-2-3-4? For my devaluated dollar this car that looks much the same as the all-new '52 can now be crowned the Grand Champion of them all...The Lincoln is far ahead of any American competitor in roadability and cornering..."

He went on to describe how the car had been improved, especially the engine and lamented the fact that a four-speed Hydra-Matic was now the only transmission available. He concluded by stating, "Lincoln is a high-priced car giving high-priced performance. As of now, I haven't tested the 1953 Cadillac or big 1953 Chrysler. On what I have seen to date, I can honestly state that the 1953 Lincoln is America's finest automobile." (His 0-60 time was 12.61 seconds, and his top speed was 110-112 mph.)

Worthy of note is Tom's article on the 1953 Daytona Speedweek, *Mechanix Illustrated*, May 1953. He entered his own brand-new 1953 Lincoln writing, "In a way, I'm sorry I competed in the flying mile this year because I finished third with a new Lincoln and anything, I have to say about this event may make me sound like a sore-head. I'm not. The truth is I'm satisfied with my new Lincoln and the way it ran. Considering the course, its average of 107.88 for the two-way runs is faster than I expected it to go. On the other hand, even the winning car didn't go as fast as it would have under previous conditions and this goes for all cars that competed."

He explained that in 1952 the speed build up was reduced from three-miles to two due to property owners objections. With the three-mile speed buildup in 1951, McCahill had won with a 1951 Chrysler. He mentioned several other factors including the wind and the limitations of a Hydra-

-Matic transmission versus three-speed. He said his Lincoln had solid valve lifters instead of hydraulics but only a single exhaust when dual exhausts were optional.

According to Tom, the winner of Tom's 1953 flying mile was an Oldsmobile, with a Cadillac second, Tom third and then two more Lincolns. However, the May 1953 issue of *Speed Age* reported Tim Flock third in a 1953 Oldsmobile, Tom in his Lincoln fourth, then the two more Lincolns fifth and sixth.

Tom's 1953 Lincoln or one just like it was featured on the cover of the May 1953, issue of *Speed Age* and *Speed Age* featured a test drive of the car in the same issue. Tom's Lincoln was a dark green Capri coupe with a white top. We wonder if his car has survived.

In testing a 1954 Chrysler New Yorker for the June issue of *Mechanix Illustrated* he noted that a 1954 New Yorker broke all existing records in the Daytona National Speed Trials that year. In that same issue, he reported on testing a 1954 Lincoln Capri hardtop. He indicated that he owned a 1954 that was the same car or one just like it. In this report, he suggested that the 1954 Lincoln, Chrysler, and Cadillac were overall about equal in performance. But he noted that at Daytona Beach, "The Lincoln engine being slightly smaller than the other two, just can't overcome the extra sand drag in this type of competition. My highly-tuned Lincoln, with solid valve lifters, got through the traps once this year at 116 mph, but the equally-tuned Chryslers were still faster...the three top-priced cars are so close that even though the other two can trim the showroom stock Lincoln in speed, Lincoln's roadability both in taking the bends and handling irregular or rough surface makes it a superior performing car in the long run. (His 0-60 time was 12.4 seconds, and his top speed was 110 mph plus.)

He went into detail on performance refinements and maintenance shortcomings in the 1954 Lincoln but went on to say, "Last year I wrote that, in my bald-headed opinion, the 1953 Lincoln was America's finest and safest automobile. This still goes for 1954. In testing the new cars, I couldn't find any performance improvement over the former model. These are magnificent road cars that will out-ride and out—corner any

(Continued on page 12)

McCahill continues...

(Continued from page 11)

Their last hit on the pop chart was the song "We Can Make It Together" with the Osmonds in 1973.

Gormé had achieved international fame from the song "Blame it on Bossa Nova," which sold 250,000 copies in Spanish in addition to sales in English.

As the twenty-first century arrived, the couple announced plans to reduce their touring, starting a One More for the Road Tour in 2002. In 2006, Gormé became a blogger. In November 2009, after his wife retired, Lawrence embarked on a solo music tour.

Gormé died August 10, 2013, six days before her 85th birthday, at Sunrise Hospital & Medical Center in Las Vegas after a brief, undisclosed illness.

Lawrence issued a statement: "Eydie has been my partner onstage and in my life for more than 55 years. I fell in love with her the moment I saw her and even more the first time I heard her sing. While my personal loss is unimaginable, the world has lost one of the greatest pop vocalists of all time."

From the internet..

(Continued from page 11)

other American car I have ever driven." Interestingly enough, he spent as many words lamenting the death of his Labrador Joe as he spent reviewing the 1954 Lincoln. Joe was hit by a Taxi at Daytona Beach.

Tom had lost none of his enthusiasm for the Lincoln when he tested a 1955 Capri hardtop in the May 1955 issue of *Mechanix Illustrated*. He began his report by writing, "How can you improve on a hole-in-one, score better than a knockout without killing, or bowl better than a 300 game? Making better out of the best is the problem the Lincoln kids were confronted with in 1955. Since '53, this writer has rated Lincoln America's number one car. I see no reason to change my thinking."

He talked about the enlarged cubic inches of the engine, the new high-lift camshaft, dual exhausts, and other performance improvements. He praised Lincoln's new factory-built Turbo-Drive transmission; which replaced a GM HydraMatic. His 0-60 time was 12 seconds, .04 seconds faster than the 1954. His 0-30 time was slightly slower, and his 0-70 time was definitely faster than the 1954. His top speed was about the same, 110 mph plus. He had a new Labrador named "Dinah" who also liked the 1955 Lincoln.

If McCahill ever road tested the Continental Mark II we have never seen the report. He did report on the 1956 Lincoln in the October 1955 issue of *Mechanix Illustrated*. "I became a full-time Lincoln booster in 1953 when Lincoln fielded cars; which out rode any made in America due to their big-car-through-compact-size and their brand-new ball joint suspension," waxed Tom. "These cars were hot enough to win the Mexican Road Race overall comers three times, ('52, '53, and '54) and they were able cars, just the way I like them. Guty, sturdy on their feet and large enough for any normal-size family... For '56 the Lincolns have gone all-out not only to top the '55 cars in body dimensions, but they now have an engine big enough to yank the Empire State Building up by the roots...The overall length is now 222.9 inches; which is a gain of over seven inches... The wheelbase has been upped three inches to 126 inches, which means more overhang than an 1855 China Tea Clipper. The overhang in the rear is 61.9; which is 11 inches more than the '55 Cadillac. The overhang in the front has been shortened over last year's Lincoln by three

inches."

"Doubting" Thomas McCahill didn't believe such a large car could handle and perform as well as previous years. In fact, he brought along a 1955 Lincoln (possibly his own) for a comparison test. He was amazed to find out that the engineers had maintained the cornering qualities of the car. His top speed was 112 mph, faster than the '55 Lincoln but no faster than a well-tuned '53. He also discovered that the '56 beat the '55 in acceleration in all speed ranges. He was impressed with all the new safety features. (His 0-60 time was 11.7 seconds.) About the only thing he didn't like was the new wrap-around windshield writing, "Before the introduction of this type of windshield, it took at least two martinis to get my eyes blood-shot. Now the distortion is great enough to do it on a short trip to the post office, and without the martinis." But overall, he was most impressed, concluding, "For 1956, Lincoln has done the impossible; they've built safety and roadability into a huge car. Here is a heavyweight with all the agility and flashy reflexes of the fastest feather-weight." There is no evidence that Tom ever owned a 1956 or 1957 Lincoln. We think that about this time he went to Chryslers, very likely 300s.

In the February 1957 issue of *Mechanix Illustrated*, he reported on a 1957 Lincoln Landau. He wrote, "If a big car has ever been built that can out-handle the Lincoln, then I've never had the pleasure of driving it. This, plus terrific brakes, makes Lincoln as safe a car as has been built to date." (Even though the horsepower was up over '56 McCahill's 0-60 time was up to 12.0, and his top speed was down to 110. He blamed the reworked transmission.)

Commenting on the 1957 styling, he wrote, "The car is two inches longer and now boasts four headlights which give it the appearance from head-on of Paul Bunyan and his brother challenging you with over-and-under shotguns. The rear fins have been flared out, and the taillights now remind you of fire in a Gothic chapel. For my little bag of dough, this is a great automobile, conservative on the performance side but capable of becoming a wildcat with the addition of a few such things as a hot cam and a transmission that is less of a calorie consumer."

Editor's note: This story will be continued in a future issue.

Memorial Weekend Car Show

Bob Johnson reporting....

The Lincoln of Bloomington dealership was where we held our 11th Annual Memorial weekend Lincoln car show Saturday, May 25, 2015, once again they were terrific hosts. Ryan Benning, Dealer Principal, provided hamburgers and hot dogs, and several door prize's featuring Lincoln Shirt, Cooler, and beverage Cooler.



Bob Johnson with Ryan Benning, Dealer Principal of Bloomington Lincoln shown with the Dealer Recognition Award presented to the dealership in recognition of their continuing support of the North Star LCOOC.



Matthew Waldham long distance award winner.

With the first nice Saturday in May, the weather provided a gentle breeze and near perfect temperatures in the 70s. This year our show field was in the northeast area of the dealership parking lot next to the street. Our show field was open, and all Lincolns were in easy access and viewing position.

We had 16 cars and 40 members, some without cars attend on this nice day. Our Long-Distance award went to new club member Matthew Waldham, St. Cloud, driving a very nice, almost original 2005 Lincoln LS. Our People's Choice Award - Best of Show was won by Dave Carlson, Minnetonka, with a 1957 Pre-

mier four door sedan. Our Second-place award went to Brian Carlson, Oakdale, with a 1978 Mark V DJE. Our Third-Place award went to Jay White, Apple Valley, with a 1964 Continental Convertible.



Dave Carlson, Best of Show for his 1957 Premiere sedan.

mier four door sedan. Our Second-place award went to Brian Carlson, Oakdale, with a 1978 Mark V DJE. Our Third-Place award went to Jay White, Apple Valley, with a 1964 Continental Convertible.

Lincoln's shown for the first time were, a 2016 MKC Driven by John and Dorothy Palmer, Barnum, a 1979 Continental Town Car driven by Ken Amundson, Benson, a 1957 Premier 4 four sedan, driven by David Carlson, Minnetonka, a 2005 Lincoln LS, driven by Matthew Waldham, St. Cloud and a 1997 Town car driven by Ken and Stacy Maddew, Ramsey. Everyone who attended enjoyed the weather; it was a vast improvement over the snow we had just a couple of weeks before this show. We met new members and visited with persons who attended because of information posted on face book and our



Brian Carlson, Second Place Winner for his 1978 Mark V, Diamond Jubilee Edition.



Jay White, Third Place

Please make the time to attend our activities; many new friendships are waiting for you. For more information and pictures go to our Face Book page **North Star Lincoln Continental**

(Continued on page 14)

Memorial Weekend Car Show continued...

(Continued from page 13)

Car Club or Lincoln of Bloomington .

Once again, we want to thank the Lincoln of Bloomington dealership, Ryan Benning and all of the staff that made this a wonderful day, well spent with friends and our Lincolns. We look forward to returning in 2020 for the Twelfth Annual Memorial weekend Lincoln Car Show Saturday, May 26, 2020.

A Few Pictures From The Day



Peter Hill's Mark II



Dave Carlson's 1957 Premiere sedan



Stef Bailis owns this 1960 Premiere sedan



Matthew Waldham's 2005 LS



Roger Wothe's 1942 Continental



Brian Carlson's Mark V



Olga's Mark VIII

Preview of Coming Events

- July LCOC Western National meet, July 10-13, 2019, Grand Junction, Colorado
Maple Grove Days Car Show, Saturday, July 13 Breakfast 8 a.m., Car show 10 a.m. to 3 p.m.
- August Sixth Annual **Lincoln Homecoming**, August 7-12, 2019 Hickory Corners, Michigan
Sunday, August 25, Brunch, Dangerfield, Restaurant, Shakopee, at 11:30 AM
Second Annual Lincoln Car Show, West End Lincoln Saturday, August 31, 2019, 10 AM to 2 PM
- September LCOC Eastern National Meet, September 19-22, 2019 Dutchess County, New York.



For Sale

1990 Mark VII Bill Blass

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



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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www.northstarlroc.org Click on publications.

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

North Star Activities

Let's try to have a big turnout for the Maple Grove Days Car Show
Saturday, July 13, Show times 10 a.m. to 3:30 p.m.

Meet at Perkins, (for breakfast at 8 a.m.) 11801 73rd Avenue North in Maple Grove. Just south of 694 on Hemlock. Take Hemlock exit off 694. If you want to skip breakfast, meet at 9 a.m. and we will drive over as a group to car show. Entry fee is \$5 and the entrance is at 8001 Main street. Please call Jay White for more information. Come to the show and help Jay recruit a few new members for the North Star Region.

SEE "FORD BLUE IN KALAMAZOO!"
With LINCOLN, MERCURY and EDSEL TOO!
August 7-12, 2019

Hosted by The Road Race Lincoln Register
There will be lots of fun and activities for you to enjoy
For more information and help with registration, call
Bob Johnson, 651.257.1715



Dangerfields Restaurant,
1583 First Avenue East, Shakopee, MN
Sunday Brunch, August 25, 2019
Be there at 11: 30 a.m. for one
of the best brunches in the Twin Cities.



For Sale - 1941 Continental Coupe

Call Carin Moore at 612-481-6946 or
email: CarinMoore04@msn.com
Reasonable offers will buy this good solid
Lincoln Continental Coupe.

Please call me today....