

Jerry Capizzi closes out the “Cappy” Collection.



One of Jerry’s favorites, a 1956 Premiere Convertible, fetches \$275K

This story originally appeared in the March-April 2007 issue of Continental Comments and provided coverage of the sale of Jerry Capizzi’s “Cappy” collection of classic Lincoln automobiles. The article was written by Tim Howley and tells in detail much about the “Cappy” collection and the sale; which took place in November 2006. Jerry and his beloved wife, Carolyn both passed away this past May due to complications from the Corona virus. Jerry had been a longtime member of LCOC and was the driving force behind the creation of Lincoln Museum Foundation and the eventual building of the Lincoln Motor Car museum at Hickory Corners, Michigan. Jerry Capizzi was 84 years old at the time of his passing.

Collectors from all over North America enjoyed a once-in-a-life-time opportunity to acquire some of the world's best restored Ford-built vehicles on November 11, 2006, when Jerry Capizzi's famous "Cappy" Collection went on the auction block. Nearly all of the vehicles set record prices, pushing the total amount up to \$5.6 million on a brisk late fall day in Addison, Illinois.

"The quality and rarity of Jerry's cars is well-known throughout the collector car market, which is why record prices were paid," said Rob Myers co-founder of R.M. Auctions of Ontario, Canada. "Collectors in the know made some great investments, buying the very best examples of these particular models ever offered at auction."

The Cappy Collection vehicles offered high-point cars, with almost all of them restored to the highest standards and strict attention paid to authenticity. Stored in a climate-controlled environment, these cars have received perpetual upkeep.

The Capizzi sale featured Ford products exclusively, including Lincoln, Mercury, and Eckel models, as well as a 1972 DeTomaso Pantera sports car. In addition to the vehicles, the auction also featured hundreds of groups of related parts, automotive

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

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Trivia from the Internet



Morley Safer
American Broadcast
Reporter
1931 - 2016

Morley Safer was a Canadian-American broadcast journalist, reporter, and correspondent for CBS News.

He was best known for his long tenure on the news magazine 60 Minutes, whose cast he joined in 1970 after its second year on television. He was the longest-serving reporter on 60 Minutes, the most-watched and most profitable program in television history.

During his 60-year career as a broadcast journalist, Safer received numerous awards, including 12 Emmys, a Lifetime Achievement Emmy from the National Academy of Television Arts and Sciences, three Overseas Press

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Editors Message

July 2020

Gentle readers and good friends...June is now just a memory, hopefully not too bad for most of us. The days seem to run together, most feel interchangeable during our national

crisis, with little difference between one another. Is this the new norm for many of us? I surely hope not. I don't think that we will ever see the good old days again. Perhaps I am a bit pessimistic, but one sort of leans toward the "half-empty" glass way of thinking at this time during our lives. Until we get a better handle on the pandemic, middle to large gatherings of people may be a thing of the past. Hopefully, our excellent scientists who work in both government and in the medical industry can come up with a vaccine to come to our aid and make it possible to return to some degree of normal. Sooner rather than later would be better for all of us.

I hope that a few of you can come to the aid of your long-suffering editor and send me some articles for publication in our newsletter. It would be nice to have some "fresh" material in every issue, but if you good folks don't send me anything, I have little choice but to reach into the archives for stuff to fill the newsletter. As many of us are having long-term memory problems, I can go back 10-15 years in the archives for articles, previously published, and reprint them. But, you and I will know, and we both realize that newsletter articles, like vegetables from the garden.. fresher is really better. I know, I know, it is just more comfortable to sit on the couch all day long and watch reruns of Gunsmoke or Lassie than write articles for the newsletter, but our other members will appreci-

ate the work you have done to write an article. It doesn't have to be perfect; I have software that will help clean it up. Your best efforts are what's important. Email me a Word document along with a few pictures (jpeg format is best), and we will be good to go.

Little things in our lives seem to bring us a lot of pleasure during these troubled times. A few weeks ago, I was able to get a haircut... The first, since everything got closed down. I went over to the barbershop in Savage (next suburb over) at a little after 8 a.m. There were four ahead of me waiting. The time passed quickly, and within an hour, I was able to get everything nicely trimmed up. I now felt like a million dollars. It really just made my day. It really was one of those "Sell my shoes, cuz I am going to heaven" moments. It is fun-



Sweet Olga is spending a few moments outdoors, taking a break from all her hard work on the newsletter. She is trying to engage the little gnome in conversation, but is not meeting with much success. Understandably, they do not speak the same language. From her vantage point on the front porch, Olga can observe what is going on in the neighborhood. People are walking by every day, some with dogs. It was a good day today, not too hot, and plenty of fresh air.

ny what such a simple thing like a haircut can bring so much joy. Perhaps we have gotten a bit too jaded in our lives these days. Maybe, in some ways, this pandemic was a useful reset to our lives, enabling us to plainly see what is valuable and what isn't.

The bell tolled for three LCOC members recently. We included a little write up about them further in the newsletter. All good people who had varied interests and stations in society, but had one thing in common. They loved Lincolns. All contributed much to our world in their own unique way. Try not to forget them too soon.

Please take care, stay safe and well. Till next month... David and Sweet Olga, the Samoyed....

Directors Message by Bob Johnson

June 2020

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Awards, three Peabody Awards, two Alfred I. DuPont-Columbia University Awards, and the Paul White Award from the Radio-Television News Directors Association. In 2009, Safer donated his papers to the Dolph Briscoe Center for American History at the University of Texas at Austin.

Jeff Fager, the executive producer of 60 Minutes, said, "Morley has had a brilliant career as a reporter and as one of the most significant figures in CBS News history, on our broadcast and in many of our lives. Morley's curiosity, his sense of adventure, and his superb writing, all made for exceptional work done by a remarkable man." He died a week after announcing his retirement from 60 Minutes.

Safer was born to an Austrian Jewish family in Toronto, Ontario, the son of Anna (née Cohn) and Max Safer, an upholsterer. He had a brother, Leon Safer, and a sister, Esther Safer. After reading works by Ernest Hemingway, he had decided in his youth that, like Hemingway, he wanted to be a foreign correspondent. He attended Harbord Collegiate Institute in Toronto, Ontario, and briefly attended the University of Western Ontario before he dropped out to become a newspaper reporter. He said, "I was a reporter on the street at 19 and never

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After three months, if being cooped up because of COVID-19, **Stay well**, is still my hope for all our North Star members. What is the right thing for us to do? It is your choice to attend our activities, if you don't feel right, please stay home! Please observe social distancing and wear your face mask at our activities. As for myself, I have Asthma, so if I get this virus, my chances of recovery are less than 15%. Therefore, you may not see Mary and me at many activities planned for the rest of this year. I want to live for many more years so staying at home is a very good option for us. Like everything in the past few months, life has been difficult

and complex, dealing with not only the virus, but also our political and social ills. So again, I ask you to stay in touch with your family and friends by using your phone or online communications such as Facebook. As we face these challenges, remember the most important thing is your health, so please make these decisions carefully.

Generally, at this time of year, we are looking forward to seeing old friends, area car shows, and planning on possibly attending an LCOC national meet. This year, we are now worrying about our personal safety and health. We are the primary age group that COVID-19 is attacking, and I worry about its effect. First on my family and then on our North Star members. I'm on the side of taking more care to prevent the spread of this disease. At present, our only defense is staying home and when going out wearing a face mask and social distancing 6 feet from other persons. After 115,000 persons have died, this seems to be a pretty weak defense, but in my situation, I want to be alive to enjoy my family and friends next year. When we have a cure, and that must be a vaccine, we can then again be able to enjoy our family, friends, and our old car hobby. I'm sorry for using two explanations in this column explaining our current disaster, but I feel it is that important, please be careful and don't become a statistic.

We will move to do the Harley Davison Museum tour to Milwaukee Wisconsin, a four-day road trip to 2021, maybe in the spring. We still are trying to figure out a date for holding a Lincoln car show at Bloomington Lincoln later this year.

We have eight activities still planned for the rest of this year. If you can think of something to do that would be fun without effecting our health, please contact Jay White or me.

How many of you are doing work on your Lincoln? Please let us know what you are doing by writing a short story for the newsletter and by sending it to Dave Gustafson. Now is a perfect time to write a Pride and Joy article about your Lincoln. Dave does need stories from you for making our newsletter more enjoyable, please do your part, this is your club, and we need your help.

Our Facebook presence continues to grow with "likes" of up to 295 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

Please vote for Dan Staehle, North Star Region Member, and a key person working on our national meets and Dick Nelson, key at helping edit Comments magazine. Both are Candidates for the 2021 National board of directors Election for LCOC. The voting cutoff is September 12, 2020. Again, please make sure you vote and vote for Dan Staehle and Dick Nelson.

Who would have thought that acceptable behavior would be putting on a mask to go into a bank! The times and circumstances sure have changed

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

Bob and Mary Johnson

Board Of Directors - 2020

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	2022
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	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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

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

Capizzi Collection sale continued...

(Continued from page 1)

literature, and artwork, a vast cache of impeccably displayed die-cast models, Ford shop and service signs, tools, and an assortment of shop equipment.

Bidders were eager to get their hands on the Ford memorabilia, as well. A rare 1966-67 Lincoln Continental Original Luggage Set sold for an astounding \$13,800, while a 1956 Continental Mark II Colors and Upholstery Book sold for \$8,625, and a Lincoln 430 cid engine Tri-Power setup was hammered down for \$6,900.

The auction was promoted like none before with a catalog that rivaled anything produced to market new cars. The bidding fee was \$150. Just to view the cars before-hand and attend the auction cost \$80 for which you received a copy of the catalog, a collectors' item in itself. Buyers paid a 10% premium added to the final bidding price. None of this stopped most of the prices from going sky high.

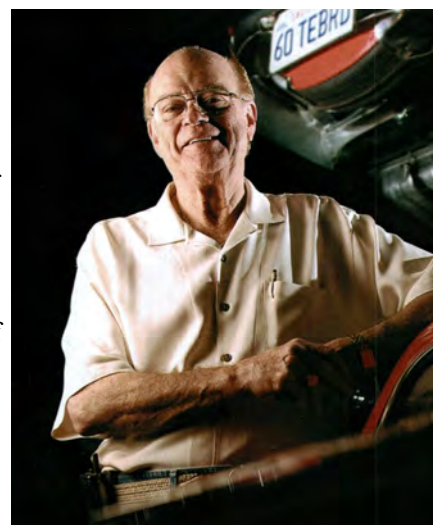
But why did one of the best known and most active collectors in LCOC decide to part with most of his collection? At 70 years of age, Jerry Capizzi of Chicago, Illinois, has decided to retire!

"It's become a lot of work," Capizzi told the *Detroit Free Press*. "I'd like to stay active in the hobby and not have the pressure to feel I have to win best of show. I'd like to go to the shows and spend more time with people. I have made a lot of good friends."

Jerry's collection officially began 32 years ago. The motivation to build such an impressive collection goes back to Henry Ford's heyday and to Henry Ford himself. Jerry Capizzi had a childhood in the late thirties and early forties like no other Ford lover in the world.

Jerry's father was I.A. "Cappy" Capizzi, old Henry Ford's "sometimes" personal attorney. Yes, he was the same

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Jerry Capizzi

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went to college."

Safer began his journalism career as a reporter for various newspapers in Ontario (*Woodstock Sentinel-Review*, *London Free Press*, and *Toronto Telegram*) and England in 1955 (*Reuters* and *Oxford Mail*). Later, he joined the Canadian Broadcasting Corporation (CBC) as a correspondent and producer.

One of his first jobs with CBC was to produce *CBC News Magazine* in 1956, where his first on-screen appearance as a journalist was covering the Suez Crisis in Egypt. Still, with the CBC, in 1961, he worked from London, where he was assigned to cover major stories in Europe, North Africa, and the Middle East, including the Algerian War of independence from France. Also, in 1961, he was the only Western correspondent in East Berlin at the time the Communists began building the Berlin Wall.

In 1964, CBS hired Safer as a London-based correspondent. He worked from the same desk that had once been used by Edward R. Murrow. The following year, in 1965, he became the first full-time staff reporter for the CBS News bureau in Saigon to cover the grow-

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Northstar Monthly Board Meeting Minutes

June 4, 2020

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the conference call meeting to order at 6:30 p.m. Thursday, June 4, 2020, from Bob's home in Shafer, Minnesota. Board members present for the phone meeting were: Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Matt Foley, Bill Holaday, Tom Brace, and Roger Wothe. Tony Karsnia was not present, and Jeff Eisenberg was excused. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Director Bob Johnson reviewed the COVID-19 status and how it affects our chapter. The Memorial weekend car show at Bloomington Lincoln was postponed. The July 26 picnic at Cheshire Park will begin at noon, and all participants will be required to bring their own lunch, and beverages and social distancing will be observed. Bob will also contact the LCOC Technical Services Group for a method of handling the member's questions. The LCOC member's login instructions may be found in the May-June 2016 issue of the *Continental Comments*.

Member Bill Holaday will wait until next winter to contact the Harley Museum people to obtain a date for a visit next year.

Jay White expects the number of Facebook "likes" to reach over 300 this week.

Membership and Publications Director Dave Gustafson reported that the chapter has lost two members in the past month. He is still looking for additional "My Pride and Joy" articles.

Treasurer Matt Foley reported the treasury balance to be \$3,299.48 with all bills paid.

There being no further business, the meeting was adjourned at 7:15 p.m. The next Board meeting will be a conference call on July 9, at 6:25 p.m.

Respectfully submitted by Secretary Roger Wothe.

More on the auction...

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ing military conflict in Vietnam. By 1967, he was made the CBS bureau chief in London where his news stories covered numerous global conflicts, including the Nigerian Civil War, the Arab-Israeli war of 1967, and the Warsaw Pact invasion of Czechoslovakia in 1968. With the help of some clandestine skills, Safer and his news team became the first United States journalists to report from inside Communist China, broadcast in 1967 as a Special CBS News Report, "Morley Safer's Red China Diary."

Safer's 1965 Vietnam broadcast, "The Burning of Cam Ne," was notable and controversial because he had accompanied a company of Marines to the village for what was described as a "search and destroy" mission. When the Marines arrived, they were fired on by snipers. They told the inhabitants to evacuate the village, which the Marines then burned down. Safer's report was among the earliest to paint a bleak picture of the Vietnam War, showing apparently innocent civilians as victims. However, many American military and political leaders judged the story to be harmful to United States inter-

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to wake the owner, so I went to the motel and Capizzi who negotiated Ford's first union contract with Walter Ruether and the UAW in 1941 and wrote the infamous codicil to wiley Henry Ford's will that would have given control of the Ford Motor Company to the ruthless Harry Bennett when Ford died in 1947. But Bennett tore up the codicil and Henry Ford II, and his mother and grandmother tossed out Bennett and took control of the company.

When Henry Ford II took over, I.A. Capizzi was asked to become Ford's first corporate counsel. However, he declined while many of the attorneys in his law firm became part of the first legal team in the reborn Ford Motor Company of the post World War II Years. Jerry's father thought he was too old to leave private law practice, although he did some legal work for Ford after the old man's death.

But going back to the World War II years, Jerry and his brother, Mike attended Henry Ford's school at Greenfield Village until the sixth grade. Henry Ford frequently dropped in on the classes because, by this time, the school and the village were more important to him than making money building cars.

Mr. Ford loved to dance, so all the school children were required to take ballroom and square dancing lessons, something that young Jerry loathed. He also dreaded eating soybean breakfasts and lunches in the Clifton Inn. Henry Ford was obsessed with soybeans for both food and building cars and car parts.

On each child's birthday, the teacher would escort him or her to Henry Ford's car, where the child would receive a gift personally from Mr. Ford. Jerry still has all the gifts and he especially relishes an engraved pocket watch.

Jerry remembers Christmas at Fair Lane with reindeer pulling sleighs, and parties with gifts and a trip into the woods to visit Santa's Workshop.

But it all came to an end when Henry Ford passed away on the night of April 7, 1947. From then on, the company had to make a profit, and Henry Ford's foolishness became history. By this time, young Jerry was stuck on Ford cars for life.

The first car he remembers was his fa-

ther's 1939 Lincoln-Zephyr given to him by Henry Ford. This was actually I.A. Capizzi's second Lincoln. Jerry's father always drove Lincolns, including a 1941 Lincoln-Zephyr, 1941 Lincoln Continental Coupe, 1948 Lincoln Continental Coupe, and a 1949 or 1951 Lincoln Cosmopolitan, Jerry's first car was a 1941 Ford which he acquired in 1950 at age 14. He then had a 1951 Ford and a new 1957 Ford convertible, then a 1959 Thunderbird. By the early seventies, Jerry was collecting Thunderbirds, which led to Mercury's and finally Lincolns.



This 1937 Zephyr Coupe sold for \$170,000

After Jerry graduated from the University of Michigan, he soon moved to Florida, where he and his partner started a business manufacturing fasteners for the aerospace industry. Eventually, Jerry sold out and moved to Chicago, where he began a business manufacturing nuts, bolts, and screws for the automobile industry. This expanded to manufacturing all kinds of automobile parts in three plants in Illinois, plus plants in Michigan, Arizona, South Carolina and Mexico.

Jerry's younger brother, Mike became a lawyer and moved to California. The entire family, except Jerry, moved to California. Until he died in 1979, I.A. Capizzi was Mike's law clerk.

Manufacturing car parts combined with Jerry's rich Ford upbringing eventually led to the "Cappy" Collection, named after Jerry's father.

Jerry says that knowing Henry Ford in his childhood did not lead consciously to his car collection, which at one time had 100 cars. Jerry says, "It's driven not so much by loyalty to Fords as by the history of Ford. I knew more about Ford as I began to collect cars." Now, with the collection sold, Jerry

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Auction continues...

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 ests and criticized CBS News for showing it. United States President Lyndon Johnson reacted to this report angrily, calling CBS's president and accusing Safer and his colleagues of having undermined America's role there.

In the Public Broadcasting Service series, Reporting America At War, Safer himself said, "...the denials themselves were absurd. [Officials claimed] I had gone on a practice operation in a model village — a village the Marines had built to train guys how to move into a village. Or the whole thing was a kind of "Potemkin" story that I had concocted. There are still people who believe that."

After the incident was broadcast, Marines were forbidden from burning any more villages.

While reporting another story from Vietnam, Safer and two CBS cameramen were shot down in a helicopter by Viet Cong ground fire, although they all escaped serious injury. Brig. Gen. Joe Stringham, who commanded a Green Beret unit with Safer reporting, commented that Safer "was all business, and he reported what he saw. ... We looked at eternity right in the face a couple of times...and he was a cool as a hog on ice."

Safer received an Emmy Award Award in 1971

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plans to spend more time with the Lincoln Motor Car Heritage Foundation. He has been the Foundation's President for several years.

Selling off the cars November 11 of last year was an emotional experience for Jerry. It was like finding foster homes for his children. He wonders how many will be kept in the pristine condition he achieved. If they are driven, the condition will most certainly go down. But Jerry is putting those thoughts aside, keeping a few of the cars, and moving on.

Here are some of the cars, mostly Lincolns that crossed the auction block in Addison, Illinois. There were no reserves, thus no lid on the prices.

The most publicized car at the auction was the Wisteria 1956 Lincoln Premiere convertible. Jerry bought this car over a decade ago after the owner was unable to get \$100,000 at an Illinois auction. Most buyers would have considered it to be fully restored. Jerry took it down to the frame and literally restored it all over again. Then he took it out to win 15 major awards, including the William Coughlin Trophy three times in LCOC. Estimated to go for between \$150,000 and \$200,000, it brought \$275,000, more than twice what any 1956 Lincoln convertible has ever brought in the past.



1938 Lincoln K Brunn Cabriolet

Familiar to most LCOC members is the 1938 Lincoln K Brunn Semi-Collapsible Cabriolet because it was entered at the CCCA Grand Classic in Hickory Corners, Michigan, in 2006, then went on to win the Elliston H. Bell Founder's Trophy at the LCOC Mid-America National Meet in Indianapolis in 2006. Estimated to sell for between \$100,000 and \$130,000, it brought \$143,000, which seemed to be a fair price for such a rare

and well-restored car.

Roy Thorson restored the maroon 1937 Lincoln-Zephyr coupe over 20 years ago. Purchased by Capizzi in 2000, it won a Lincoln Trophy at the Millennium Meet. Then Jerry's shop did a major freshening of the car in 2001. Most recently, it won a Junior First in LZOC at the Gilmore Museum Eastern National Meet in 2006; It sold for \$170,500 against an expected top price of \$130,000.



This fine Mark II bought \$129K at the auction

One of Capizzi's Mark IIs is an older restoration, and it brought \$129,250, a lot more than R.M. Auctions expected. Capizzi's other Continental Mark II fetched a mere \$77,000, considerably less than R.M. Auctions expected. Still, both sales are mind-boggling.

Jerry has such a penchant for 1958-60 Continental convertibles that he owned one of each year, and two are white. The 1958 was fully restored by Capizzi and won the Elliston H. Bell Founder's Trophy in Minneapolis in 1992. It is one of only two known to exist with the 400 hp triple carburetor engine. It sold for \$99,000, by far a record for any 1958 Lincoln. The 1959 has 55,000 miles, has every conceivable option, and was a driver. While very presentable, it was never intended to be a show car. That didn't deter bidders. It went for \$66,000. R.M. Auctions didn't think it would bring more than \$50,000. The 1960 was a ground-up restoration by Capizzi. It sold for \$145,750 against an anticipated \$100,000 to \$125,000.

Lincoln collectors of this era have to be baffled and bewildered at the prices these three cars bought. The Continental convertibles from this era are not particularly rare because so many were saved. Up until the Capizzi Auction prices rarely got much beyond \$30,000, well maybe up to \$40,000 on a good day for the seller. Does this mean that now all

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Auction continued...

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for his investigation and reporting of the Gulf of Tonkin incident. Although the war reports were consistently broadcast on television, Safer said it was the country's inability to clearly explain to the public why they were at war that became the main source of people's "disillusionment": I've heard people say that if World War II had been televised, we would never have stuck the course. That's bullshit. I think there was a pretty strong determination by most people in this country, not all that this really was a war of survival of the most important things we hold dear, to put it in simple terms, including of our own democracy.

During his career as a war correspondent, Safer covered over nine wars. He authored the bestselling book, *Flashbacks: On Returning to Vietnam*. It describes his 1989 return to Vietnam and features his interviews with known and less-well-known Vietnamese people, most of them veterans of the war. His trip was the basis of a 60 Minutes show in 1989, which Safer got a reaction of annoyance from some veterans, and a positive reaction from others.

60 Minutes reporter: Quoting Les Moonves, former CBS Chairman and CEO. "Morley was one of the most important jour-

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of the restored ones will be pushing \$100,000? It remains to be seen.

By contrast, two of the three Continental Mark IIIs offered fell short of expectations, and the other went for only slightly over expectations.



Less than 60 mile Mark III sold for \$55K

The 1969 Mark III is an amazing original car purchased by Jerry in the mid-eighties with less than 60 miles. It had been kept in the recreation room of an east coast Lincoln-Mercury dealer since new.

Jerry garnered the Elliston Bell Trophy with the car at the Eastern National Meet in Pine Mountain, Georgia, in 1992. It sold for \$55,000.

Chris Dunn thought he got a great buy on a 1971 Continental Mark III at \$35,200. R.M. Auctions expected it to bring \$40,000 to \$60,000. This was a fully restored car by Capizzi's staff, and one can only imagine what they spent on the restoration.

The other Mark III sold was an original, low mileage 1971 model that only brought \$20,900, about half of expectations.

It's hard to explain these prices compared to the 1956-60 models other than convertibles versus coupes.



The former Beauregard 1951 Cosmopolitan convertible sold for \$79,750.

Cal and Nancy Beauregard came to Chicago from Montana, hoping to buy back the lime green 1951 Lincoln Cosmopolitan convertible they sold to Jerry a

decade ago. It had won every major award in LCOC, including the Elliston H. Bell Trophy. When the bidding went over \$70,000, Cal said, "Adios." The car fetched \$79,750.

A 1962 Lincoln Continental convertible sold for \$78,100. It was restored by Jerry some years ago and is no longer entirely in show condition. The 1966 convertible is an original car with 34,000 miles. It was the first Lincoln in the Capizzi collection. The selling price was \$42,350.

A very low mileage 1976 Mark IV Lipstick went for \$44,000. Not a bad price for an Elliston H. Bell winner.

A 1936 Lincoln K Roadster, no longer in show condition, but a very nice touring car, sold for \$85,250. This was just a little more than R.M.'s expectations. A 1939 Lincoln K Willoughby Sports Sedan brought \$132,000. This car was restored by a California collector some 30 years ago. Jerry bought it from a Chicago collection. It was the only Lincoln K to go Way over expectations.

The early Lincoln Continentals were another eye-popper. The dark green 1940 Lincoln Continental Cabriolet is an older restoration that shows its age, and it was not restored by Jerry. The auctioneers did not think it would bring more than \$100,000 tops. It sold for \$132,000. The maroon 1941 Lincoln Continental Cabriolet was restored by Jerry, and finished very recently. It won a CCCA Primary First at Hickory Corners, Michigan, and an LCOC Lincoln Trophy in Indianapolis, both awards in 2006. The auctioneers were pretty close on their estimate when it brought \$176,000. Nobody in LCOC ever dreamed that any of these pre World War II Lincoln Continentals would even come close to \$100,000.

While there were a few qualified good buys, by and large, the prices for the Lincolns reached undreamed of heights. These prices should encourage LCOC members to hang on to cars like these. As for the guy who paid \$275,000 for the Wisteria 1956 Lincoln Premiere convertible, he may have to hang on to that one for quite some time.

A little more on the "Cappy Collection"

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 nalists in any medium, ever. He broke ground in war reporting and made a name that will forever be synonymous with 60 Minutes. He was also a gentleman, a scholar and a great raconteur - all of those things and much more to generations of colleagues, his legion of friends, and his family, to whom all of us at CBS offer our sincerest condolences over the loss of one of CBS' and journalism's greatest treasures."

In 1970, CBS producer Don Hewitt asked Safer to replace Harry Reasoner on 60 Minutes, as Reasoner had just left to anchor the ABC Evening News. Hewitt had created 60 Minutes, and he was, according to Diane Sawyer, the program's "guiding, self-renewing, revitalizing genius." Safer, who had been covering the funeral of Charles de Gaulle in Paris, accepted the new position and joined 60 Minutes.

The show had by then aired for only two seasons. Safer, who had until that time reported and traveled alone, recalls that he accepted the new position on condition that if the show failed, he would be given his old job back: "I was the new kid, with a lot of pressure, because we were trying something new. We were utterly unheard of. I was utterly a stranger to working in a head office." Until that

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This article written by Tim Howley is another take on the "Cappy Collection" held in November 2006 and originally appeared in the March April 2007 issue of Continental Comments. Our thanks to Tim for his interesting take on this very unique auction.



Right, Jerry Capizzi with Chris Dunn at the "Cappy Collection" November 2006.

Like a lot of members, I was overwhelmed at the prices. I was especially awestruck at the price on the Wisteria 1956 Lincoln convertible, \$275,000. I do not know who the buyer was. I do not know what motivated him to pay nearly three times what any such Lincoln has sold for before, yet somebody else had to be nearly as motivated for the final bid (including 10 per cent buyer's premium) to get that high.

Will it happen again? It looks like it will not. Some guy took another Wisteria 1956 Lincoln convertible to the Barrett-Jackson Auction in Scottsdale hoping to equal or top the Capizzi auction price and he got \$82,500. This is about what show condition 1956 Lincoln convertibles are bringing in most places these days, even if the color is Wisteria. I have heard of another Wisteria for sale for \$300,000. Good luck!

I received an interesting e-mail from Jerry Seibert in Springfield, Illinois, who tried to buy the triple white 1971 Mark III convertible. Here is what he wrote:

"For a Lincoln enthusiast like myself, spending the day at this auction (and the preview' the day and night before) was an incredible experience. Those in attendance appeared to be from all walks of life and included the former Speaker of the U.S. House of Representatives. As I walked through the tents and buildings, each car I examined appeared to be better than the one before. It was like a journey up the steps to

Lincoln heaven. In my mystical state, I was even drawn to the Fords, Edsels, T-Birds, Mercurys, and Mustang on display. It was quite a 'family' reunion. I didn't have the winning bid on the triple white 71 Mark III I wanted, but I did win a "lot" of various Mark III parts, including a NOS vinyl top for use on the '71 Mark III I already have. Jerry Seibert.



The triple white 1971 Mark III went for just \$20,900 and was the buy of the auction.

That triple white 1971 Mark III went for \$20,900; which would appear to be the buy of the auction. Chris Dunn of Lincoln Land in Clearwater, Florida, claims he made the buy of the auction on a brown with white vinyl top 1971 Mark III. He bought it for \$35,200. He pointed out to me that it was a fully-restored car, and there is no way you can even begin to restore one of these for less than \$100,000.



Chris Dunn went home with this Mark III

The tragedy of the sale was that Cal and Nancy Beauregard were not able to buy back their 1951 Lincoln Cosmopolitan convertible, which they sold to Jerry Capizzi several years ago. They stopped bidding at \$70,000. The car went for \$79,750 including the 10 per cent buyer's premium.

Thanks to all of our members who sent us articles, photos, and emails on this incredible auction. Special thanks to RM Auctions for use of the photographs from the spectacular Capizzi Auction catalogue.

Lincoln, Motor Trend Car of the Year for 1990



Ross Roberts, right, Lincoln executive accepts the 1990 Motor Trend Car of the Year Award from Robert Brown, Peterson Publishing Company, who own Motor Trend.

(Continued from page 9)

new position, says Safer, "my staff, when I was abroad, consisted of only me."

Over the subsequent decades, along with Safer, the other veteran reporters for the program included Dan Rather, Mike Wallace, Walter Cronkite, Ed Bradley, Charles Kuralt, Diane Sawyer, and Bob Simon.

Safer's style of interviewing was consistently done in a friendly and gentlemanly manner, which gave him the ability to ask penetrating questions that average viewers might ask. He was persistent in the pursuit of facts needed to support the accuracy of his stories. While he often added his own point of view to reports, Safer always maintained high professional standards, a style that helped establish the tone of 60 Minutes shows. He typed stories on his manual typewriter even after computers were in everyday use. To investigate and write his 60 Minutes stories, Safer often traveled as much as 200,000 miles a year.

Hewitt credited Safer with having a "great eye for stories," whether they were sympathetic or tough. He could write about offbeat subjects to give the show flavor, such as a piece he did in Finland about the Finns' obsession with

(Continued on page 11)

The article below appeared in the March-April 2004 issue of Continental Comments. It confirms what many of us have learned over the years that Town Cars from this era were really pretty good cars and are even better collector cars today.

Below is a Motor Trend press release originally dated December 21, 1989, naming the 1990 Lincoln Town Car as Motor Trend's Car of the Year for 1990.

Detroit, January 24 --*Motor Trend Magazine* considered the world's automotive authority today named the Lincoln Town Car as the *Motor Trend Car of the Year* for 1990.

It marks the first time in 38 years that a four-door luxury sedan has won top honors, *Motor Trend* editors said.

The *Motor Trend* Car of the Year title is a first for a Lincoln model. Ford Motor Company products have now captured the most coveted honor in the automotive industry four of the last five years.

Motor Trend said that 1990 award competition was one of the most closely contested competitions, with the Lincoln Town Car emerging as the decisive winner of excellence in automotive achievement. Other nominees were the Buick Reatta convertible, Buick Regal four-door sedan, Chevrolet Lumina, Oldsmobile Trofeo. Oldsmobile Cutlass Supreme four-door sedan and the Pontiac Grand Prix four-door sedan.

Motor Trend magazine announced the winner of the award at the North American International Auto Show in Detroit for the second consecutive year since the award ceremony was moved from Los Angeles to Detroit last year. The Auto Show is again being held at the newly remodeled Cobo Conference-Exhibition Center, which was doubled in size. Concurrently, the award was an-

nounced at the Los Angeles 1990 Auto Show by *Motor Trend* Editor Jack Nerad.

Motor Trend editors said that the Lincoln Town Car "is a performer to its character, and we (the world) are watching the curtain go up on a genuine new star."

The new Town Car embodies a seamless blending of the familiar and the futuristic, "the magazine's editors wrote in the February issue." Its aerodynamic bodywork design retains a number of traditional styling cues, but these classical over-tones are integrated into contemporarily contoured sheet metal definitely in step with the '90s."

Other areas of excellence sighted by the *Motor Trend* Editors as reasons for selecting the Lincoln Town Car as Car of the Year are upgraded handling and road feel exceptional noise and vibration harshness control characteristics—making the passenger compartment one of the quietest of any car on the road today--and comfortably designed passenger seating, as well as, the largest trunk space of any car in its class.

Recently, at the legendary Los Angeles County Fairgrounds and on city streets, *Motor Trend* editors put each nominee through a grueling week-long regimen, including a slalom course, a skidpad to determine lateral acceleration, and tests of acceleration and braking. The cars were further evaluated in a combination of stop-and-go city traffic, open freeways, and on twisting mountain road conditions.

The nine categories in which the cars were judged are styling and design, quality control, comfort, and convenience, ride and drive characteristics, chassis dynamics, acceleration, handling, dollar value, and fuel economy.

To insure judicial integrity at the time of each test, the editors surrendered their scorebooks to an on-site representative from Ernest and Young. They were responsible for auditing each test and compiling the results.

Manufacturers base prices for the Lincoln Town Car, Signature Series, and Cartier design range from \$27,986 to \$32,809, not including options or destination and delivery charges.

Motor Trend is a leading monthly magazine for new car enthusiasts, published by Peterson Publishing Company based in Los Angeles.

The 90's Lincolns were great cars...

(Continued from page 10)

the tango dance. Or he could write a hardcore report, such as one which helped save the life of a black man imprisoned in Texas. For that 1983 story, about Lenell Geter, a 25-year-old black aerospace engineer serving a life sentence for robbery, Safer sifted through details of the case and found factual inconsistencies and implied racial biases. After Safer's report was broadcast, Geter was subsequently released.

During his 60-year career as a broadcast journalist, Safer had received numerous awards, including 12 Emmys, such as the Lifetime Achievement Emmy from the National Academy of Television Arts and Sciences in 1966. He received that award when he was only 35, although it was usually given after someone's lifetime achievement. Including his three Overseas Press Awards, three Peabody Awards, two Alfred I. DuPont-Columbia University Awards, and the Paul White Award from the Radio-Television News Directors Association, Safer had won every major award given in broadcast journalism. 60 Minutes became the most-watched and most profitable program in television history.

In addition to the Gulf

(Continued on page 12)

This "Lincoln press release" for the 1990 Town Car appeared in the March-April 2004 issue of Continental Comments. After reading it, it becomes obvious why Town Cars of this era are some of the best loved Lincolns of all time.



In a class by itself, the 1990 Town Car

The new 1990 Lincoln Town Car, featuring a softer, more modern appearance, an assortment of major functional improvements, and traditional full-size luxury, roominess, and ride, is ready to show the world what a 1990s luxury car should be.

"Once you've seen and driven Town Car, it's easy to understand why we're so excited about it for 1990," said Ross H. Roberts, Ford Motor Company vice president and Lincoln-Mercury Division general manager.

"Town Car offers a unique blend of all-new sheet metal and improved functional features with traditional luxury cues of size, luggage capacity and ride." Mr. Roberts added. "Along with improved handling characteristics, the 1990 Town Car should substantially strengthen our position in the highly competitive luxury car market."

Slightly longer and maintaining the same overall width, the car has an air-drag coefficient of 0.36 compared with 0.46 on the previous model. This reduces wind noise by allowing a quieter airflow over the car, improving fuel economy.

Interior room is improved, as well. Front and rear shoulder room is increased by 1.3 inches to 62 inches, and rear knee room is increased to 43 inches.

The 1990 Town Car features changes in the body sheet metal construction and design through the use of unitized construction on a body-on-frame car. These changes provide for greater tautness to Town Car's body, eliminating the traditional shake and jiggle common in large body-on-

-frame cars.

Other exterior changes include aircraft-type doors and flush glass, bright bumpers, and wide bright molding above the fluted lower body side.

Town Car, once again available in standard, Signature or Cartier Designer Series, also has an all-new interior — and maintains the largest trunk in its class at 22 cubic feet.

Featured inside is a driver's side air-bag supplemental restraint system and front-passenger airbag.

Also offered is all-new seat trim, an electronic instrument cluster and easy-to-use message center, rear lap and shoulder belts for outboard passengers, power driver and passenger reclining seats with memory, and power lumbar support added to the Cartier Designer Series.



The Town Cars of the 90's were some of the best sellers ever for Lincoln. The fuel injected V8 engines were very economical.

The rear-drive-platform features many standard functional improvements, including speed-sensitive: variable-assist power steering, rear air-spring load-leveling, functional drip rails, and an automatic power antenna.

Some of the exciting options available on the 1990 Town Car are a four-wheel anti-lock brake system, "Insta-Clear" heated windshield, electrochromic automatic dimming rearview mirror, and electronic AM/FM stereo with a compact disc player.

Seven new exterior paint colors are available on the car for 1990, including crystal blue pearlescent and champagne pearlescent. These paints use the same basic basecoat/clearcoat process as metallic paint.

The basecoat contains a special pigment — micronized titanium dioxide — that creates what Ford engineers call a "frost" effect.

Hale and Farewell

(Continued from page 11)
of Tonkin report, he also won Emmys for other 60 Minutes programs, including "Pops" (1979); "Teddy Kollek's Jerusalem" (1979); Investigative Journalism "Air Force Surgeon" (1982); and Correspondent "It Didn't Have to Happen" (1982). In 1994 he hosted a CBS News Special, *One for the Road: A Conversation with Charles Kuralt and Morley Safer*, which marked Kuralt's retirement from CBS. He retired after 46 years with CBS, a week before his death; by then, Safer had set the record for the show's longest-serving correspondent.

He married Jane Fearer, an anthropology student, in 1968 in London, where he was serving as bureau chief for CBS News. Their daughter, Sarah Alice Anne Safer, is a 1992 graduate of Brown University and a freelance journalist.

Safer maintained dual Canadian/American citizenship.

Safer died at his Manhattan home from pneumonia May 19, 2016, just eight days after announcing his retirement from 60 Minutes following 46 seasons with the show.

From the internet.....

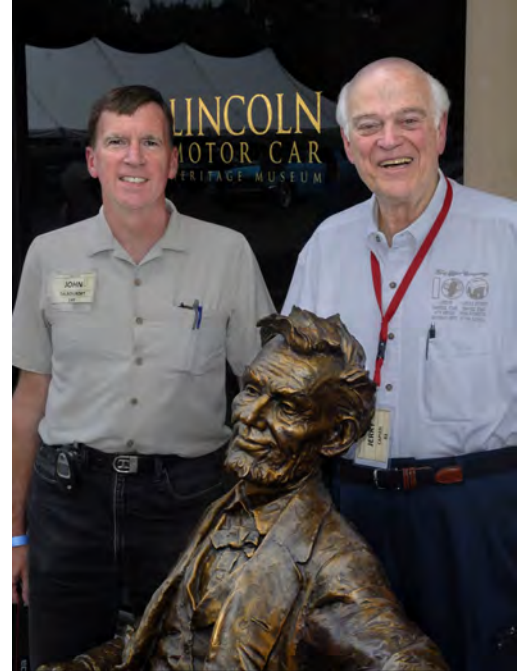
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Harry C. Anderson, age 102 of Minneapolis, of Minneapolis, Minnesota. He was a Navy veteran of WW II and retired from Northwest Airlines after 37 years. He is preceded in death by his wife, Mary Ann; parents, Harry and Olga Anderson, siblings Loraine Olson, Marlys Snowbeck, and Ricard Anderson. Survived by his daughter, Judy (Charles) Weeks; grandchildren, Shelley (Richard) Lehner, Jonathan (Jill) Weeks; great-grandchildren, Erik, Chole, Reagan Lehner, and Benjamin Weeks; many beloved nieces and nephews. Due to COVID 19, a memorial service will be held at a later date. Memorials to Auto-immune Encephalitis Alliance of the Mayo Clinic. Harry also was a long time member of LCOC and the North Star Region. He was a very proud Lincoln owner and really loved the Town Cars of the 1980s, 90s, and 2000s. Up until four years ago, he owned a 2004 Town Car and regularly drove it around the city, but limited his driving to the daylight hours. He also was very proud of serving his country during WWII and enjoyed telling all who would listen about his time in the Navy.

Jerry and Carolyn Capizzi. Age 84. It is with great regret and sadness that we were informed of the passing of Jerry Capizzi and his wife, Carolyn, in late May. They recently died within five days of each other of COVID-19. They were a lovely, accomplished couple and will be greatly missed by their families and a legion of friends.

Jerry's father was Henry Ford's personal attorney and the corporate attorney of Ford Motor Company in the late thirties and early forties. The Capizzi family's association with Henry Ford and Ford Motor Company led to Jerry's lifelong interest in Ford vehicles and Lincolns in particular. Jerry was a well-known restorer of Ford Motor Company vehicles and had an extensive collection of magnificently restored Lincolns. It was a standing joke among Lincoln col-

lectors that if Jerry was showing a vehicle in a competition that the remainder of the entrants in his class were there to fight over second place.



John Talbourdet (L) with Jerry Capizzi at the grand opening of the Lincoln Motor Car Museum several years ago at Hickory Corners Michigan. Jerry Capizzi was a major donor and made the museum a reality.

Jerry attended the Greenfield Village schools while his father was employed by Ford Motor Company and graduated from Ypsilanti, Michigan High School. He had a bachelor's degree in mechanical engineering from the University of Michigan. He used his engineering skills to purchase and create a number of automotive parts suppliers to the automotive original equipment manufacturers. He retained a lifelong interest in the University of Michigan athletics and became a significant financial supporter.

Jerry's interest in Lincoln vehicles led him to join the Lincoln Continental Owners Club. During his membership in the club, he and his colleagues successful-

(Continued on page 13)

Hale and Farewell continued...

ly conceived and implemented an organization now known as the Lincoln Motor Car Foundation. Their purpose was to create an educational organization to preserve the history of the Lincoln automobiles and share that history with the public. The LCOC was subsequently joined by the Lincoln Owners Club, the Lincoln-Zephyr Owners Club, and the Road Race Lincoln Register.



Without Jerry Capizzi's very generous and large contribution to the Lincoln Motor Car foundation, the museum would have never been built.

As soon as the foundation was incorporated and received its 501(c)(3) designation as a tax-exempt organization, Jerry joined as member number one and donated his extensive Lincoln literature collection to jump-start the foundation's reference library. The collection has now grown to over 10,000 individual pieces.



With the ceremonial ribbon cutting, the Lincoln Motor Car museum is a reality.

Members of the foundation under Jerry's leadership debated the desirability of a physical facility to house a library, a growing collection of memorabilia, and vehicles that various members wanted to donate. In typical fashion, Jerry offered to initiate the process with the promise of financial support; the present 15,000 square foot Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan, is the result. Jerry continued to financially support the museum; he is the largest personal donor to the facility.

In addition to running his businesses, restoring cars, caring for his wife, who was ill, promoting University of Michigan athletics, and encouraging the formation of the Lincoln Motor Car Foundation, he found time to lead an effort within the Catholic Church to rationalize a large portion of their health care facilities in the United States. Quite a couple!

Funeral arrangements for Jerry and Carolyn are awaiting the lifting of the COVID-19 restrictions so that all who would like to attend may make arrangements. Interment will be in California, where Jerry's parents are buried, and his siblings have settled.

We were lucky to have Jerry and Carolyn on earth during the same time that we were. It was a better place due to their presence—and more fun. We thank Jack Eby, a long time friend of Jerry's, for submitting this remembrance for us to print.

Robert W. "Bob" Gyurci, age 82 of Bloomington, Minnesota, was born March 27, 1938, in St. Paul; passed away May 16, 2020. He was preceded in death by parents, John and Freda Gyurci, and brother, Jerry Gyurci. Survived by wife of 57 years, Judy; children, Steve, Julie (Rob) Meany, and John; grandchildren, Connor and Ryan Meany, and Griffin and Annika Gyurci; and sister, Valletta Gyurci. Bob was employed



Bob Gyurci

by the Hennepin County Attorney's Office for over 30 years. He loved cars and traveling. Interment was at the Roselawn Cemetery. A memorial service will be held at a later date. Memorials preferred to the American Heart Association or the American Kidney Foundation. Bob was a long time member of LCOC and the North Star Region. He owned a 1989 Lincoln Mark VII white custom convertible, which was his pride and joy, which he loved to drive on nice days.

Jack Sweet's one "Sweet" 1953 Capri

Written by Vern Parker and was published in the March April 2004 issue of Continental Comments

When teenage Jack Sweet saw his usually conservative neighbor, Mrs. Mutter, drive up in a sparkling new banana yellow 1953 Lincoln Capri convertible, his life was changed forever.



Jack Sweet's 1953 Capri Convertible

Forty years had passed when Sweet began looking for a car like the Mutters. The search took him to disappointments in places as far-flung as Idaho, Texas, Florida, and Pennsylvania. In early 1996, he went to Long Island, New York, to investigate car number 12. There he walked into the middle of an unpleasant divorce.

The wife was in New York with the car, and the husband was in Georgia. His name was on the title, but she had possession of the title. Sweet, in Virginia, was literally and figuratively in the middle.

The spectacular Lincoln was the car Sweet wanted, however, he was facing a month-long business trip to Australia. The 17' 10" long car was put in storage for a month, and when Sweet returned, he was required to send separate checks to the wife and husband. Next, he had to send postage to New York so she could send the title and registration to Georgia. She would not pay the postage. The husband completed the paperwork and returned it to Sweet.

In February, 1996, the 4,310 pound 1953 Lincoln convertible became Sweet's. A total of 2,372 1953 Lincoln Capri convertibles had been manufactured, and each one with a base price of \$3,699.

After the Lincoln was trucked home, Sweet began to check out his purchase. The car was equipped with power steering, power windows with hand-crank wind vent windows, four-way power seats, and power antenna. But no power brakes. Optional fog lamps were incorporated in the front bumper/grille assembly. Stainless steel door guards wrapped around the door handles to protect the paint.

Sweet decided at first to replace only the fabric top and four 820x15-inch white sidewall tires, but soon decided to redo the entire vehicle. From the winter of 1997 to

the spring of 1998, the car was refurbished. Red and black leather was located to reupholster the interior and the black carpeting was replaced.

The black steering wheel with a full horn ring stands in contrast to the red and silver painted dashboard beneath the one-piece curved windshield. Lincoln stylists in 1953, fond of gold trim, used it on the Capri emblem on the quarter panel, the big "V" in the grille, the front part of the hood ornament, and the knight emblem on the trunk lid.

The national Lincoln meet took place in the summer of 2000 in St. Louis. Sweet joined eight other east coast owners of antique Lincolns in a caravan to Missouri. The odometer read 85,000 miles, "But, I think it was 185,000 miles," Sweet says. The car ran well, but Sweet was sent to the "Tail-end Charlie" position because of the thin film of oil his Lincoln was spraying. The 317 cubic inch, 205 horsepower over-head valve V-8 engine has a crankshaft with eight counterweights, compared with six counterweights in the engines of the competitors.



An interior shot of Jack's 1953 Capri

The worn-out engine eventually was replaced with a healthy version of the original engine. Since then, the 1953 Lincoln has been trouble-free. Its powerful engine now drinks gasoline from the 20-gallon fuel tank at the rate of about 14-mpg in town and 18 plus mpg on the highway. An oil bath air cleaner sits on a four-barrel carburetor atop the big V-8 engine.

The ball-joint front suspension, in conjunction with the 123-inch wheelbase, provides a comfortable ride for passengers in the 6.5-foot wide convertible.

There's nothing about his Lincoln that Sweet doesn't like, even the plastic window in the black convertible top. From end-to-end, he believes this car is perfection, down to L I N C O L N stamped in the rear bumper. When anyone questions his commitment, Sweet simply shifts responsibility by saying, "It's Mrs. Mutter's fault."

Preview of Coming Events

All of these activities are conditioned on the premise that at some point in the future, group activities will be safe once again.

- July** **Tuesday, July 15, 4 to 8 p.m. Classic car club rally, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway, Golden Valley, Minnesota** All Lincolns and other classics welcome.
Sunday, July 26, Noon. Cheshire Park, Carlson Parkway. Bring your own picnic food and lawn chairs.
- August** **Tuesday, August 11, 4 to 8 p.m. Classic car club rally, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway, Golden Valley, Minnesota** All Lincolns and other classics welcome.
Sunday, August 16, Dangerfield's Restaurant, Shakopee, at 11:30 AM Not a traditional self-serve brunch, due to health concerns, but we can order off a menu with service to our tables.
- September** **Tuesday, September 8, 4 to 8 p.m. Classic car club rally, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway, Golden Valley, Minnesota** All Lincolns and other classics welcome.
Jax's Café, Minneapolis, Sunday September 20, at 10:30 AM
1928 University Avenue NE, Minneapolis, Minnesota.
- October** **Annual North Star Catered lunch and Auction, Sunday, October, 18, 2020**
Morries in Long Lake, Minnesota
- November** **Year-end Sunday brunch, November 8, 2020,** at 11:30 a.m. Lowell Inn, Stillwater, Minnesota
- December** **No North Star Activities planned. Please spend some quality time with good friends and relatives.**



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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North Star Activities

Here is a great opportunity to escape boredom by visiting one of these iconic drive-in's located throughout our state.

Board to tears... Call your friends and take a drive in your classic Lincoln to one of the Drive-Ins listed below. The food will be good and if you pick an off hour, social distance should be easily achieved. With all that is going on now, it is time to be a little creative in what we do for fun.



THE DRIVE-IN, TAYLORS FALLS

With a giant mug of root beer on a pole out front, you can't miss this gathering spot where carhops bring juicy burgers and frosty mugs of homemade root beer to your vehicle. Bonus: 18 holes of mini-golf on site, plus hiking at [Interstate State Park](#) less than half a mile away. Call Bob Johnson, he lives only a few miles away and he will meet you there.



The all new **Galaxy Drive-In**, 3712 Quebec Avenue South, just West of Louisiana Avenue on Highway 7, St. Louis Park.

You won't want to miss out on our mouthwatering steak burgers, premium hot dogs, delicious shakes, malts, desserts and more. We're coming in hot, with the velocity needed to exceed your dining experience. Aliens, Humans, and all of our four-legged friends welcome.



Wagner's Drive-In, 7000 West Broadway Avenue, Brooklyn Park.

Wagner's Drive-In has a long history. It was started over 35 years ago by Ed and Anneliese Wagner in St. Louis Park, Minnesota, with the help of their children. Over the years, expanding to a second Drive-In Brooklyn Park. Many of the menu items that customers enjoy today were developed years ago. Today, the tradition of excellent food continues. Jim, the son, continues the tradition of making things from scratch, paddy the hamburger, make homemade soups and coleslaw, bread the chicken, and more. Wagner's features good, home-cooked meals.