

NORTHSTAR NEWS

VOLUME 21 ISSUE 6

OUR 20TH YEAR

JUNE 1, 2021

A 1956 Lincoln Premiere, ready to hit the road in style.



John McDowall is the very proud owner of this magnificent machine.

We are pleased to feature a short story about one of our member's latest acquisitions. Lincoln has produced some outstanding automobiles over the years, a few of which have clearly stood head and shoulders above the rest of the crowded field of automobiles. Most people who love cars would think about the Zephyrs of the 30s and the Continentals that shared some of the same styling cues that set the Zephyrs apart from most other cars.

In 1956, Lincoln introduced completely restyled vehicles, the previously top-of-the-line Capri series, and an even more elegant Premiere series, which was the new top model. In another bold move, Lincoln brought out the Continental Mark II, a true personal luxury vehicle. Both the Lincoln and the Mark II were styling hits. Both models received rave reviews and were much loved by those who purchased them as new cars in 1956. Cadillac was still the dominant model in the luxury car segment in 1956. Cadillac produced and sold 155,577 automobiles, a significant increase over 1955. Lincoln came in second, producing 50,322 vehicles, including 2,447 Premier convertibles. A pretty good year for Lincoln. Packard, an independent company, finished in third place with sales of 28,835 units. Packard ran out of steam midway through 1956 and ended production of what was one of America's automobiles. The Imperial division of Chrysler Motor Car Company sold a total of 10,628 cars. Most of which were four-door sedan models. They also produced an extremely good-looking two-door hardtop model, but only about 1,200 were sold. Midway through the model year, a four-door hardtop was introduced. It, too, was a good-looking car, but only about a thousand or so were sold.

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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



Audrey Hepburn
Star of Stage and Screen
1929 - 1993

Hepburn was born Audrey Kathleen Ruston or, later, Hepburn-Ruston on 4 May 1929 at number 48 Rue Keyenveld in Ixelles, Brussels, Belgium. She was known to her family as Adri-aantje.

Hepburn's mother, Baroness Ella van Heemstra (June 12, 1900 - August 26, 1984), was a Dutch noblewoman.

Her father, Joseph Victor Anthony Ruston (November 21, 1889 - October 16, 1980), was a British subject born in Auschitz, Bohemia, Austria-Hungary. He was the son of Victor John George Ruston, of British and Austrian background and Anna Wels, who was of Austrian origin and born in Kovarce.

Hepburn's parents were married in Bata-

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Editors Message

June 2021

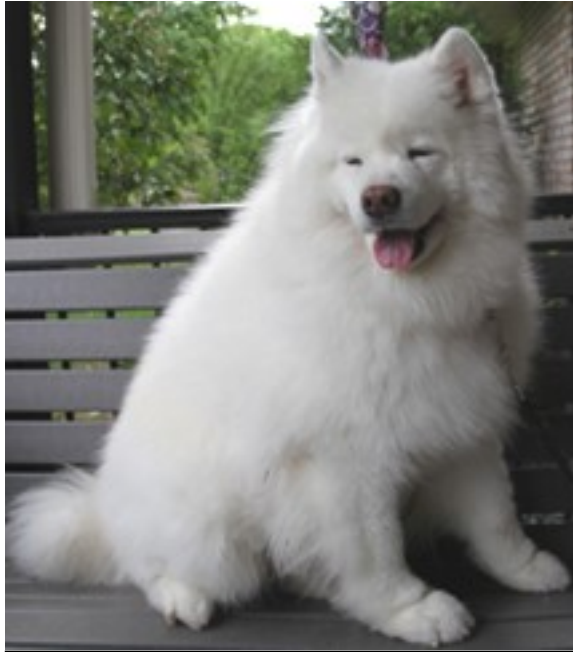
Dear friends and gentle readers....

By the time you receive the newsletter, it will be June. And now for the depressing news, in about three weeks, the days will start getting shorter once again. Now, if that isn't a day spoiler, I don't know what is. Things are slowly starting to open up. Now, if we can get all those good folks out there to get their Covid-19 shots so we can reach 70 percent or more, things would be really good. The best way to beat this horrible disease into the ground is to get as many people to get vaccinated as soon as possible. Common sense and good sound science dictate that is the responsible thing for all of us to do. And as quickly as possible.

It was such a lovely day for our foray up to the hinterlands of Taylors Falls, not far from the native habitat of the Johnson Clan. Some of the club met recently at the "Drive-In," appropriately named, because it is a genuine Olde-Tyme drive-in, replete with carhops and burgers and crispy fries in a basket. If you turn the clock back some 60 -70 years or so, at establishments like that and even in a few restaurants, notably the lower buck type, a lot of food was served in a basket. In the roaring metropolis of Duluth, where I spent my youthful years, there was a restaurant on east Superior street called the Southern. It had a rather elaborate neon sign that featured a large chicken swinging a golf club. It was a sight to behold. Their menu featured fried foods that were served in baskets, chicken, burgers, some fish stuff. But for the most part, it pretty much all tasted like fried chicken. But, as a young kid, I just loved that sign... A chicken swinging a golf club. The golden age of neon. Nobody can afford neon anymore. Everything is LEDs today, nice, but

not quite the same.

As mentioned above, everything is opening up a little more each and every week. We were invited to a late afternoon dinner and auction sponsored by our friends with the Classic Car Club. There is a lot of overlap in both clubs, and this event, usually a potluck held in February, was pushed toward the end of May. As in prior years, we met at the Firefighters Museum in Minneapolis on a Saturday afternoon. There were about 50 plus people there, and it was such an enjoyable experience. The food was so excellent, and the auction mainly consisted of classic car books. I came home with a wonderful coffee table-type book about classic automobiles. The afternoon/evening was nice and indeed a



It is an enjoyable day outdoors. Sweet Olga is sitting on the small bench that I have on the front porch, watching the world go by. She is looking especially fine; she just spent some time at the groomers, getting her clothes washed and blow-dried. All girls like to look their best. You never know who might come to call.

pleasure to escape from my home for a few hours and see some long-time friends. Toward the middle of June, we will be having a car show at Bloomington Lincoln. Our friends there are eager to see us, it has been about two years since our last show there. Plan on attending, bring an old Lincoln, and your appetite; Bloomington Lincoln will be serving lunch. It will be a great day. More details on the back page of our newsletter. Bring a chair with you to sit a spell and catch up with what has happened this past 14 - 15 months. There will be some opportunities to get together as a club each month through November. Please try to attend something. We look forward to seeing you.

If you can, give a friend a call and check in with them. Most of us appreciate a real call once in a while and the chance to talk with fellow club members.

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

*Directors Message by Bob Johnson**May 2021**(Continued from page 2)*

via, Dutch East Indies, in September 1926. At the time, Ruston worked for a trading company, but soon after the marriage, the couple moved to Europe, where he began working for a loan company; reportedly tin merchants MacLaine, Watson and Company in London and then Brussels. As a result of her multinational background and travelling with her family due to her father's job, she learned six languages: Dutch and English from her parents, and later varying degrees of French, German, Spanish, and Italian.

Hepburn's parents officially divorced in 1938. In the 1960s, Hepburn renewed contact with her father after locating him in Dublin through the Red Cross; although he remained emotionally detached, Hepburn supported him financially until his death.

After Britain declared war on Germany in September 1939, Hepburn's mother moved her daughter back to Arnhem in the hope that, as during the First World War, the Netherlands would remain neutral and be spared a German attack. While there, Hepburn attended the Arnhem Conservatory from 1939 to 1945. She had begun taking ballet lessons during her last years at boarding school, and continued training in Arnhem under the tutelage of Winja Marova, becoming her "star pupil". After the Germans invaded the Netherlands in 1940, Hepburn used the name Edda van Heemstra, be-

(Continued on page 5)

Most of our COVID-19 restrictions are now lifted. Our members discussed the consequences of the COVID-19 Pandemic at our May board meeting and started to schedule region activities. We started with the CCA again, inviting us to their dinner and auction. This event in February 2020 was the last inside event we attended, and that was 16 months ago. The CCA has a free dinner planned, and hopefully, the auction will pay for our dinner. This is a start to getting back to some type of normal; whatever will be seen as we plod through 2021. The Back to the 50s event was canceled, and then after we planned our Bloomington Lincoln car show on that weekend to take up the slack, they brought back the Back to the 50s car show. That change caused us to reschedule our Bloomington car show to June 12. The good news is that we will have at least one region car show this year.

Please check out the last page of this newsletter for a tentative schedule of events planned for the remainder of the year.

Membership Director Dave Gustafson sent letters to 29 members who have not yet renewed. Dave announced that as of May 4, 74% of the North Star membership have renewed. Please help us complete our 2021 Membership renewal program.

If you do not want to drive to Michigan or Pennsylvania for a car show in 2021, our 2021 Homecoming meet also has a virtual car show; you can display your Lincoln for four months and not enter or go to the live show at Hickory Corners. It will have its own People's Choice awards by decade, voted on by only persons registered for the virtual car show. You can just enter this virtual car show

Go to: vlmcmhomecomingmeet.cornerstonereg.com/ Help, and tutorials will explain how to register for this car show without leaving your home if that is all you want to do. If you are going to do both the virtual and live car shows, you need only pay a \$25 fee for the virtual car show: then when you register for all the live car show activities, leave the \$25 car fee blank. (only pay car fee if you did not do virtual car show and want to enter a car in the live car show only), The live event will be---the eighth annual Homecoming at the Lincoln Motor Car Heritage. Go to:

lincolncarmuseum.org/our-museum/events/10-events/60-2021-lincoln-homecoming

I just waxed my 2004 White Lincoln Town Car with MEGUIAR'S HYBRID CERAMIC WAX; it turned out beautiful. This is a new release by Meguiars, and this a product that is easy to use for someone of any level of experience. "Meguiar's Hybrid Ceramic Wax is the new face in wax technology. This sophisticated wax hybrid uses a high-viscosity formula to form a protective layer on the exterior of your car with easy application. No rubbing, curing, or buffing is needed. Simply spray on, rinse off and watch the magic happen! Meguiar's Hybrid Ceramic Wax is designed with advanced technology to bond to your exterior paint and form a thicker coating that is long-lasting and durable without the elbow grease." I must say I am initially impressed with this product, especially the ease of application. You can add some nice protection to your car in less than five minutes in total. I was also impressed at the glossy appearance that was left behind after the initial application. It was noticeable, and the car's surface was left with a nice slick feeling to it. Now I have to do our 1989 Mark VII convertible.

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

Bob and Mary Johnson

Board Of Directors - 2021

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2021
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	2022
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	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2020
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.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

More Premiere convertible

(Continued from page 1)

North Star member John McDowall sent us a brief story about one of his latest acquisitions, a 1956 Lincoln Premiere convertible. Indeed a basket case, most of the restoration work was done by the previous owner, leaving John only a few things to finish out what is a stunning Premiere. Here is the "short story" about John's Pride and Joy.

I have had and continue to have a variety of collector cars, but my Continentals and Lincolns are at the top of my list. My latest "Pride & Joy" is my 1956 Lincoln Premiere convertible that I found in the Hemming's Motor News publication that was for sale in one of our neighboring states. I had been looking for one of these beauties for several years, so I immediately contacted the seller and talked to this gentleman for over an hour to learn the history of his ownership of the vehicle. I knew during this telephone conversation that I needed to schedule a six-plus hour drive to see this car in person, so a few days later, I was at his home.

Collecting cars is a hobby that I absolutely love, but the friendly relationships I have with the people who share this exciting hobby are second to none. After the visual and driving experience with the vehicle, the seller and his wife invited me in for a cup of coffee at their kitchen table that was full of photographs and documentation/ receipts of this frame off complete car restoration that took this retired 83-year-old former auto mechanic over five years to execute.

I was utterly mesmerized to hear him speak about finding this car in a field in the State of Alabama that had no canvas convertible top remaining, interior completely gone except for the springs and rust holes in the floorboards. He shipped the car back to his home state in 1992, located another 1956 Premiere, which was used as a donor car, and in 1995 started the restoration pro-

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The Premiere before restoration. It truly needed everything and a lot of attention.

Northstar Monthly Board Meeting Minutes

May 6, 2021

BOARD OF DIRECTOR'S MEETING

The meeting was called to order via a conference call by Regional Director Bob Johnson at 6:30 p.m. Board members attending the conference call were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Matt Foley, Bill Holaday, Dave Heeren, Roger Wothe, and Tom Brace. He joined later and which included all of the Board members except Jeff Eisenberg. There were no visitors. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

The first part of the meeting consisted of conversations between most of the members who discussed the consequences of the COVID-19 Pandemic and general conversation. Chairman Bob Johnson called the meeting to order and reviewed the present membership renewal. He has sent a letter to 29 members who have not renewed at this time. Then a discussion was held with suggestions for tentative club events for 2021 as follows:

- May 8, a trip to Unique Classic Cars in Mankato.
- May 22, a dinner and auction by the UMR-CCCA at the Minneapolis Fire Museum
- June 12, a car show at Bloomington Lincoln
- June 18 – 20, Back to the 50s at the Minnesota State Fairgrounds
- July 18, a car show at Maple Grove Days
- July 25, a get together at Dave Heeren's garage
- August 13 – 15, Lincoln Homecoming at Hickory Corners, Michigan
- September 19, catered meal and a museum visit at Morries Car Collection
- November 6, an end of year banquet at the Lowell Inn in Stillwater

All events and dates are tentative and will be followed by a notice from Bob Johnson. All National Meets have been moved to a later date.

Treasurer Matt Foley announced that the treasury balance is \$3,791.19 with all bills paid.

Membership and Publications Director Dave Gustafson announced that of May 4, 74% of the North Star membership have renewed. He requests that members submit more "My Pride and Joy" articles.

There being no further business, the meeting was adjourned at 7:35 p.m. The next meeting will be a conference call from Bob Johnson Thursday, June 3, at 6:25 p.m.

Respectfully submitted by Secretary Roger Wothe.

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cause an "English-sounding" name was considered dangerous during the German occupation.

In 1942, Hepburn, left Arnhem to live with her grandfather, Baron Aarnoud van Heemstra, in nearby Velp. Around that time Hepburn performed silent dance performances to raise money for the Dutch resistance effort.

After the Allied landing on D-Day, living conditions grew worse, and Arnhem was subsequently heavily damaged during Operation Market Garden. During the Dutch famine that followed in the winter of 1944, the Germans blocked the resupply routes of the Dutch people's already limited food and fuel supplies as retaliation for railway strikes that were held to hinder German occupation.

After the war ended in 1945, Hepburn moved with her mother and siblings to Amsterdam, where she began ballet training under Sonia Gaskell, a leading figure in Dutch ballet, and Russian teacher Olga Tarasova.

As the family's fortunes had been lost during the war, Ella supported them by working as a cook and housekeeper for a wealthy family. Hepburn made her film debut playing an air stewardess in Dutch in Seven Lessons (1948), an educational travel film made by Charles van der Lin-

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den and Henry Josephson.

Hepburn was offered a small role in a film being shot in both English and French, *Monte Carlo Baby* (French: *Nous Irons a Monte Carlo*, 1952), which was filmed in Monte Carlo. Coincidentally, French novelist Colette was at the Hotel de Paris in Monte Carlo during the filming, and decided to cast Hepburn in the title role in the Broadway play *Gigi*. Hepburn went into rehearsals having never spoken on stage, and required private coaching. When *Gigi* opened at the Fulton Theatre on November 24, 1951, she received praise for her performance, despite criticism that the stage version was inferior to the French film adaptation. *Life* called her a "hit", while *The New York Times* stated that "her quality is so winning and so right that she is the success of the evening". Hepburn also received a *Theatre World Award* for the role. The play ran for 219 performances, closing on May 31, 1952, before going on tour, which began October 13, 1952 in Pittsburgh and visited Cleveland,

Chicago, Detroit, Washington, D. C., and Los Angeles, before closing on May 16, 1953 in San Francisco.

Hepburn had her first starring role in *Roman Holiday* (1953), playing Princess Ann, a Eu-

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More Premiere

(Continued from page 4)

cess. The seller said that the floorboards from both of the cars (the donor and convertible) were "so badly rusted" that he actually made a floorboard pattern and tooled his own new floorboards.



Floor panels completely rusted through.



What needs restoration? Why, everything!

He also made new rocker panels for both sides of the car out of 1/8 inch steel. His brother, who was an auto body man, helped him with the rest of the bodywork, and then the two of them painted the entire car in the seller's garage in a homemade spray booth. The vehicle then had a complete engine rebuild, transmission rebuild, steering rebuild, new complete stainless exhaust, re-chromed bumpers, stainless body trim bright-work polished, and interior upholstered. As all of you are aware, a full body off car restoration is a HUGE undertaking and takes a lot of time. This is something that this gentleman said he thoroughly enjoyed throughout the entire process. Now, after over 20 years of enjoyment (the car was only driven to car shows and never in the rain), the seller's health now being an issue, it was time to sell, and I am the very fortunate new owner of this vehicle!

We hope that John will come to one of our events and bring his great-looking Premiere for us to see and admire up close.

Happenings 1982

What Happened in 1982 Important News and Events, Key Technology and Popular Culture

What happened in 1981 Major News Stories include Michael Jackson releases Thriller Album, First CD player sold in Japan, Dutch Elm Disease destroys millions of Elm Trees, Tylenol capsules laced with potassium cyanide kill 7 in Chicago, Times man of The Year is THE COMPUTER, Disney Futuristic Park EPCOT opens, Recession starts in the United States, The Mary Rose, flagship of Henry VIII raised in the Solent. New technology continues to change our buying habits with smaller and cheaper electronic gadgets appearing including and a new industry is just beginning with the use of Genetic Engineering human insulin produced by bacteria is sold for the first time. On the world stage Argentina invades the Falkland Islands and Argentina and the UK go to war over a small island thousands of miles away. After many reports of Whales becoming and endangered species the International Whaling Commission decides to end commercial whaling, and a major recession hits the United States.

Cost of Living 1982 - How Much things cost

Yearly Inflation Rate USA **6.16 %**
 Year End Close Dow Jones **1046**
 Interest Rates Year End Federal Reserve **11.50%**
 Average Cost of new house **\$82,200**
 Median Price Of and Existing Home - **\$67,800**
 Average Income per year **\$21,050.00**
 Average Monthly Rent **\$320.00**
 Cost of a gallon of Gas **91 cents**
 New Car Average price **\$7,983.00**
 US Postage Stamp **20 cents**
 Tomatoes Lb **39 cents**
 Bag Cheese Puffs **89 cents**
 Loaf White Sliced bread **50 cents**
 Commodore Vic 20 **\$299.95**
 Satellite Receiver **\$245.95**
 Walking / Jogging Machine **\$199.95**
 GMC 1500 Pickup **\$5,400**
 Sony 19 inch Color TV **\$499**
 Outdoor Gas Grill **\$199.95**

United States - Michael Jackson's Thriller

Michael Jackson's groundbreaking album

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ropean princess who escapes the reins of royalty and has a wild night out with an American newsman (Gregory Peck). The producers of the movie initially wanted Elizabeth Taylor for the role, but director William Wyler was so impressed by Hepburn's screen test that he cast her instead. Wyler later commented, "She had everything I was looking for: charm, innocence, and talent. She also was very funny. She was absolutely enchanting, and we said, 'That's the girl!'" Originally, the film was to have had only Gregory Peck's name above its title, with "Introducing Audrey Hepburn" beneath in smaller font. However, Peck suggested to Wyler that he elevate her to equal billing so that her name appeared before the title, and in type as large as his: "You've got to change that because she'll be a big star, and I'll look like a big jerk."

The film was a box-office success, and Hepburn gained critical acclaim for her portrayal, unexpectedly winning an Academy Award for Best Actress, a BAFTA Award for Best British Actress in a Leading Role, and a Golden Globe Award for Best Actress - Motion Picture Drama in 1953.

Hepburn was signed to a seven-picture contract with Paramount, with 12 months in between films to allow her time for stage work. She was featured on September 7, 1953 cover of *Time* magazine, and also

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The Return of the Continental Nameplate

In searching for some interesting material, we came across a few stories about the Continental for 1982. While the nameplate had been used in prior years, it was applied to a personal luxury automobile, designed to compete in the marketplace with the second generation Cadillac Seville and the (Chrysler) Imperial coupe. The Continental was fairly well accepted by both the automotive journalists and the general public. Tim Howley originally wrote the story and appeared in issue 320, September/October 2014. Collectors have overlooked these fine cars for many years. They are now coming into their own, and their values are gradually going upward. Featuring the 302 cubic inch engine, coupled to the Automatic Overdrive transmission, it made for an excellent car for cruising the highways in total comfort. Now here is the story as presented by Tim Howley.



Dick Nelson's 1985 Givenchy

One of the few models we have not covered in this magazine is the 1982-'87 Continental simply because we do not see many of them at our national and regional meets. That has changed, first with Dick Nelson's 1985 Givenchy from Chicago, then Terry Sparks 1987 Givenchy from Florida, and now Robert Supalla's 1986 Givenchy from California. Three successive years of Givenchy's from three very separate sections of the country. No Valentinos, but at least enough Givenchys to let us put together a story.

Before the 1979 Cadillac Seville went out of style, Lincoln came out with their own version of the bustle-back look. This was the newly redesigned and engineered 1982 Continental. No longer the full-sized Panther-based car, it rode on a stretched version of the Fox platform. It had a 108.7-inch wheelbase and was 201.2 inches long. This was actually shorter than the Versailles, which arguably it replaced. Due to the downsizing, the Conti-

ental was no longer related to the Mark VI, which carried on with its much larger size on the Panther platform. While the Mark VI was available with two or four doors, the new Continental was only available as a four-door sedan.

The styling was unique to Ford-built cars, although it reminded one of the Cadillac Seville. It was better executed than the Seville. There were razor edge angles to the body reminiscent of the luxury British coachbuilders, particularly H.J. Mulliner and Freestone and Webb. The Signature and Givenchy Designer Series were top-end trim and color options. It was considerably more expensive at a base price of \$21,302 than either the Town Car or Mark VI. The Continental Signature Series was \$24,456, and the Givenchy was \$24,803. But those prices included virtually every option that cost extra on other Lincoln models. The dual shade Signature Series came in three unique color combinations, and the Givenchy had dual shade paint in black and medium-dark mulberry metallic and special decklid striping. The interior was mulberry luxury cloth or mulberry leather.

The standard engine with the Continental was the 302 V-8 at 5.2 liters, developing 131 hp at 3,400 rpm. This engine had the variable venturi carburetor instead of electronic fuel injection on the Town Car and Mark VI. The engine was coupled with a four-speed automatic overdrive transmission. Additionally, there was a no-cost optional V-6 at 232 cid (3.8 liters), developing 112 hp at 4,000 rpm. This was the first-ever Lincoln V-6 offered, and it came in the interest of fuel economy.



Rear quarter, Dick Nelson's Givenchy

The Continental was marketed heavily as the ultimate in luxury fashion design and trim. First-year sales were 23,908, which was respectable, but nothing like the Cadillac Seville, which was already on the decline. Lincoln was late with this design. To Ford's

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Continental Returns for 1982

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became known for her personal style. Following her success in *Roman Holiday*, Hepburn starred in Billy Wilder's romantic Cinderella-story comedy *Sabrina* (1954), in which wealthy brothers (Humphrey Bogart and William Holden) compete for the affections of their chauffeur's innocent daughter (Hepburn). For her performance, she was nominated for the 1954 Academy Award for Best Actress, while winning the BAFTA Award for Best Actress in a Leading Role the same year. Bosley Crowther of *The New York Times* stated that she was "a young lady of extraordinary range of sensitive and moving expressions within such a frail and slender frame."

Hepburn also returned to the stage in 1954, playing a water nymph who falls in love with a human in the fantasy play *Ondine* on Broadway. Her performance won her the 1954 Tony Award for Best Performance by a Leading Actress in a Play three days after she won the Academy Award for *Roman Holiday*, making her one of three actresses to receive the Academy and Tony Awards for Best Actress in the same year (the other two are Shirley Booth and Ellen Burstyn). During the production, Hepburn and her co-star Mel Ferrer began a relationship, and were married on September 25, 1954 in Switzerland.

Hepburn next starred as *New Yorker Holly Golightly*, in *Blake Ed-*

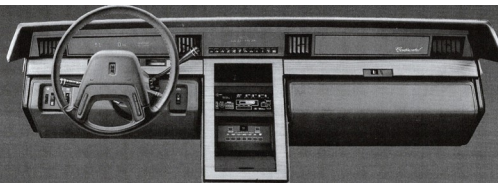
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credit, the Continental did not have the mechanical issues the Cadillac had. Where the Cadillac used some Chevy Nova parts, the Continental was all Lincoln, except for the V-6 borrowed from the Thunderbird and Cougar. The Fox platform was also borrowed. For 1983, the Continental had virtually no styling or trim change, but the engine now had electronic fuel injection. The optional V-6 economy engine was no longer available. The Signature Series was dropped, and the Valentino was added. The Givenchy remained throughout the model's six-year run. The Valentino came in dual-shade paint all its own, Walnut Moon dust over Gold Mist, with black and gold accent striping. The Givenchy dual-shade paint scheme was Midnight Black and Platinum Mist with blue-gray, magenta, and tri-color charcoal accent striping. The trim on all Series was upgraded, and production declined to 16,831.

For 1984, the grille was sloped to make the car look more aerodynamic. The 302 engine was up to 140 hp. An optional 302 produced 155 hp with dual exhausts. Another optional engine was a BMW six-cylinder turbo-diesel at 149 cid (2.4 liters) and 115 hp.

Like the styling, diesel engines passed from the scene, and this engine was dropped in mid-1985. Electronic air suspension was introduced in 1984 on both the Continental and the all-new Mark VII.



The Continental featured a simple, but elegant styled dash.

The Valentino Series now had a dual-color paint scheme of Cabernet wine and medium charcoal with a unique body accent stripe and dual-color decklid accent stripe with a Valentino "V" logo on the decklid. Seats were charcoal leather or pleated cloth. The Givenchy was light blue and Midnight blue with a tri-color body accent stripe and a two-color decklid accent stripe with a double "G" logo. Seats were Admiral Blue in leather or luxury cloth. V-8 production soared to 30,468 in 1984.

In 1985, four-wheel anti-lock braking was introduced as an option. The Valentino

was now Midnight Black and Burnished Pewter. The interior was Sand Beige leather and Vee cloth seat trim. The increasingly popular Givenchy Series now came in dark rosewood with a mulberry brown interior in leather or luxury cloth. V-8 production was 28,253.

The 1986 Continental had 150 hp V-8, and anti-lock brakes were now standard. Standard equipment now included reclining power front seats, four-way headrests, keyless entry, and leather-wrapped steering wheel, compass, thermometer, and dual illuminated vanity mirrors. The Valentino Series was dropped. The Givenchy paint scheme was Midnight Black over Red Velvet. Givenchy logos and gold window scripts continued to set this model further apart. The seats were usually all perforated leather in a rich taupe color, but a luxurious fabric could be had at no extra cost.

All Lincolns got a major mechanical improvement in 1986 with sequential multiport electronic fuel injection, roller tappets, low tension piston rings, and fast burn combustion chambers. Production for 1986 was down to 19,012. Highway gas mileage on the Continental was always respectable, in the 23-24 mpg range. Production was 19,012.

There were few changes in the 1987 model, the last for the sloped shape. The Givenchy colors were rose quartz metallic over dark taupe metallic. A cherry wood applique replaced genuine walnut trim. Production was 17,597, and production ended early, making way for the all-new and much rounded 1988 model, which was so successful that production was up to 41,287.



Terry Sparks with his 1987 Givenchy series

Terry Sparks of Safety Harbor, Florida, entered a 1987 Givenchy at the 2014 Florida National Show. The trim size and unique styling drew him to the car. With the help of Lincoln Land in Clearwater, he purchased it from

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wards's *Breakfast at Tiffany's* (1961), a film loosely based on the Truman Capote novella of the same name. Capote disapproved of many changes that were made to sanitize the story for the film adaptation, and would have preferred Marilyn Monroe to have been cast in the role, although he also stated that Hepburn "did a terrific job". The character is considered one of the best-known in American cinema, and a defining role for Hepburn. The dress she wears during the opening credits has been considered an icon of the twentieth century, and perhaps the most famous "little black dress" of all time. Hepburn stated that the role was "the jazziest of my career" yet admitted: "I'm an introvert. Playing the extroverted girl was the hardest thing I ever did." She was nominated for the Academy Award for Best Actress for her performance.

Hepburn appeared opposite Cary Grant in the comic thriller *Charade* (1963), playing a young widow pursued by several men who chase the fortune stolen by her murdered husband. The 59-year-old Grant, who had previously withdrawn from the starring male lead roles in *Roman Holiday* and *Sabrina*, was sensitive about his age difference with 34-year-old Hepburn, and was uncomfortable about the romantic interplay. To satisfy his concerns, the filmmakers agreed to alter the screenplay so that Hepburn's

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More Continental

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the original owner in Michigan. This Lincoln had only been driven 11,500 miles in the first 26 years since production. Terry has driven it another 1,000 miles since he purchased it in 2013. Having owned and driven a number of big Lincolns through the years, he was impressed with the comfort and solid driving feel of this smaller version. As a well-maintained, unrestored original, he is confident that it is as close to driving a "brand-new" 27-year-old car as you can find. Terry writes, "While not quick on acceleration, the Continental will move you along more than adequately in a style that sets it apart from so many of the contemporary look-alike luxury cars on the market. This Lincoln draws attention from car enthusiasts wherever I go. One interesting historical note: the original Michigan home of this car was an estate built by Henry Ford for his favorite niece."

Dick Nelson, Chicago, owns a 1985 Givenchy Edition that he found on e-Bay advertised by a Volkswagen dealer in the Chicago suburbs. It was in very good condition, and after routine maintenance, he entered it in the 2010 Mid-America National Meet in Lincoln, Nebraska, winning a Primary First and a Lincoln Trophy. In 2011, it took a Senior Second at the Mid-America National Meet in Pontiac, Michigan. In 2012, it won a Senior First and the Robert H. Davis Trophy at the Eastern National Meet in Chattanooga, Tennessee. In 2013, it won its first Emeritus Award at the Mid-America National Meet in Tulsa, Oklahoma.



Robert Supalla's 1986 Continental

LCOC member Robert Supalla, Fallbrook, California, owns a 1986 Continental Givenchy that was shown at the 2014 Huntington Beach Concours d' Elegance. He got into the sharply lined models with a 1985 in 1988. Long after regretfully selling it, he found a low mileage 1986 Givenchy model in 2010. It took him a long time to find this prize model, which had spent its life in the Pacific Northwest. The Continental has barely 50,000 miles.

Taylor's Falls Fun

The weather finally warmed up to the low 70s for our road trip to Taylor's Falls Drive-In for lunch Thursday, May 13.

Jay White led a small caravan from the White Bear Lake Municipal Building parking lot to Taylor's Falls. With short notice and members not believing that we could get decent weather for this outing, we had a small turnout to enjoy the best burgers in Taylor's Falls.



L-R Kathryn Holiday, Mary and Bob Johnson, Brad Videen, Bill Holiday.
Below: Dave Heeren's '78 Mark V.



Eager to get out of the house and enjoy an excellent greasy burger with fries were Brad Videen, Bill and Kathryn Holaday, Jay White, Dave Gustafson, Sweet Olga, Bob Roth, Dave Heeren, and Bob and Mary Johnson. A few good people, some very good food, it just doesn't get any better.

Dave Heeren drove his 1978 Blue Mark V DJE on its maiden trip here in Minnesota; he had just taken the car out of its Iowa storage. This is one beautiful car. Jay White drove his 1964 Continental convertible, and Brad Videen drove his 1956 Premiere for us to enjoy.

The Drive-In has installed a new patio on the restaurant's north side to increase outside seating, rather than having to eat in your car. They have also acquired some additional parking on the north side of the street, across from the Drive-In.

If you enjoy eating outside, this is the place to go this summer when you want to take a drive to see the St. Croix river valley.

Driving Impresions - 1986 Continental

(Continued from page 9)

character was pursuing him.¹⁷⁵¹ The film turned out to be a positive experience for him; he said, "All I want for Christmas is another picture with Audrey Hepburn." The role earned Hepburn her third, and final, competitive BAFTA Award, and another Golden Globe nomination.

Hepburn reunited with her *Sabrina* co-star William Holden in *Paris When It Sizzles* (1964), a screwball comedy in which she played the young assistant of a Hollywood screenwriter, who aids his writer's block by acting out his fantasies of possible plots. Its production was troubled by several problems. Holden unsuccessfully tried to rekindle a romance with the now-married Hepburn, and his alcoholism was beginning to affect his work.

Hepburn's second film released in 1964 was George Cukor's film adaptation of the stage musical *My Fair Lady*, which premiered in October. *Soundstage* wrote that "not since *Gone with the Wind* has a motion picture created such universal excitement as *My Fair Lady*", although Hepburn's casting in the role of Cockney flower girl Eliza Doolittle was a source of dispute. Julie Andrews, who had originated the role on stage, was not offered the part because producer Jack L. Warner thought Hepburn was a more "bankable" proposition. Hepburn initially asked Warner to give the role to Andrews but was eventually cast. Further friction was created

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By Jeff Koch, from the internet.

Editors note: I pulled this article off the internet. I thought it would be interesting to get a non-Lincoln club person's take on this completely new Continental. This is the seventh generation Continental and was offered to the public from 1982 through 1987. Most owners thought of them as pretty decent automobiles, and a lot of owners drove the very life out of them. People are slowly seeing this generation of Continentals as not bad collector cars. Reasonably affordable, virtually all were equipped with all of the creature comforts available at the time. And they were not bad looking in comparison to their competition at the time, the Cadillac Seville and the (Chrysler) Imperial two-door coupe. A bit smaller and a little more compact, they will easily fit in your garage, with plenty of room left over for the riding lawnmower.



The all new 1982 Lincoln Continental. A breath of fresh air.

Remember the old Ford Granada ads of the mid-1970s, mocking the Cadillac Seville for costing so darned much when the Ford (itself on a Falcon chassis dating back to the fall of 1959) was just as much car but cheaper? Clearly, the joke was on Ford, not Cadillac, as by 1977, the Blue Oval boys heaped luxury accouterment into a Granada and called it Versailles so that they might get a piece of the exploding "precision-size" luxury-car market. By the mid-1980s, only the Panther-based Town Car could reasonably be called full-size; the Continental and Mark series (VI for 1980, VII for 1984) were on the Fox platform by mid-1982. So what we're greeted with here is one of the last of the rear-wheel-drive Continentals before it went to front-wheel drive on the Taurus platform in 1988.

And so, there is a dichotomy here: Lincoln did its damndest to maintain traditional luxury trappings in the face of changing times, which valued less expressive dimen-

sions (at least it did when this car came online in 1982; things changed as the 1980s went on). The body is formal, down to the me-too bustle back trunk effect combined with the faux-spare trunk hump, but the wind gently sculpted the Continental's nose, and this Givenchy did without a vinyl top. The interior is leather (and specially stitched with Givenchy logos) and wood-esque surfacing, but the glowing green digital gauge readouts were modern for their time, and the dash, doors, and armrests have buttons everywhere; today, leather inside still signifies class, and even wood has its place, while the alarming array of buttons and Apple II-style gauge readouts have a period feel about them.

Your impressions of this particular machine are going to be heavily dependent on your expectations. If you're walking in the door with dreams of Mark V-levels of comfort and room, forget it: you will not be happy. It's not that kind of Lincoln. The doors don't seem to open wide enough (or else the openings themselves seem petite), the leather surfaces don't seem so plush you could fall asleep in them, your knuckles brush the top of the dash as you twirl the thin tiller around, the controls feel little different from they would on your Aunt Helen's 1985 Cougar, and the diminished width is shocking: Should you be able to touch the passenger's-side door from the driver's seat of a Lincoln, or should you have a button at hand to do what you need done over there?

But fans of the Versailles and that particular model sold well enough that you'd be forgiven that Ford assumed there'd be lots of fans of that car in the wake of OPEC II, might enjoy the more up-to-date surroundings; if nothing else, everything you see and touch (beyond some of the many, many buttons dotted about the cabin) feels considerably more bespoke than did anything on a Versailles. Similarly, if you're expecting smoothness and silence that's otherwise unavailable in Fairmonts, LTD LXs, Mustangs, Thunderbirds, or the other myriad Ford products that utilized the Fox chassis, then you're in luck. Continental delivers in spades. The idle is so smooth you'll wish for a tach just to ensure that you actually twisted the key and lit a fire under it, there's some mild bass in the exhaust under acceleration, the ride splits the difference between Seventies soft and Foxy feel through the seat and wheel, and the tires sigh

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More Continental

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when, although non-singer Hepburn had sung in *Funny Face* and had lengthy vocal preparation for the role in *My Fair Lady*, her vocals were dubbed by Marni Nixon, whose voice was considered more suitable to the role.

As the decade carried on, Hepburn appeared in an assortment of genres including the heist comedy *How to Steal a Million* (1966) where she played the daughter of a famous art collector, whose collection consists entirely of forgeries. Fearing her father's exposure, she sets out to steal one of his "priceless" statues with the help of a man played by Peter O'Toole

After 1967, Hepburn chose to devote more time to her family and acted only occasionally in the following decades. She attempted a comeback playing Maid Marian in the period piece *Robin and Marian* (1976) with Sean Connery co-starring as Robin Hood, which was moderately successful. Hepburn's last starring role in a feature film was opposite Gazzara in the comedy *They All Laughed* (1981), directed by Peter Bogdanovich. The film was overshadowed by the murder of one of its stars, Dorothy Stratten, and received only a limited release. Six years later, Hepburn co-starred with Robert Wagner in a made-for-television caper film, *Love Among Thieves* (1987).

After finishing her last motion picture role—a cameo appearance as an angel

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gently around big arcing sweepers taken perhaps a couple of miles an hour faster than the posted limit. The brakes were a terrific surprise: very grabby at all speeds from the four discs. (We never hit the pedal hard enough to kick in the Conti's anti-lock brakes; we should have, if only for posterity, as this was one of the first domestic production cars to offer ABS.)

We photographed the engine before we went for our drive, and we fell into the trap of expectations: Seeing that giant aluminum air plenum atop the pushrod 302 sent five-liter Mustang dreams coursing through our heads. Sadly, this was not to be: with just 150 horsepower (rather than the 1986 Mustang's 200-plus), just 270 foot-pounds of torque, plus considerably more weight than the peppy pony; the Lincoln was not a Mustang in disguise. (In its defense, it wasn't meant to be that; such hot-rod derring-do was what the slick Mk VII coupe was for.) There wasn't much stress or deep-breathing from the engine compartment under acceleration - just a gathering of momentum. To be fair, the Conti felt degrees ballsier than the 4100 V8-powered mid-1980s Cadillacs that were its contemporaries; as always, performance is a question of perspective, and though we'd love to get one of these next to a Seville to be sure, our sense-memory suggests that the Lincoln would come out on top in a quarter-mile fight.



Today, driving one doesn't feel like driving an old car in the way that strapping on a Seventies Continental or Mark does; it doesn't have that era Lincoln's bob-and-weave that old disconnect from the road that featherbed softness. Save for some power and aesthetic issues; this new-for-1982 Continental manages to feel nearly contemporary, even three decades later. Starting behind as they did, Lincoln managed to catch up in the weird world of downsized 1980s luxury - and maybe even surpassed everyone else in the process.

More happenings

(Continued from page 6)

"Thriller" was released during November. The King of Pop's nine song album was produced by legendary musician Quincy Jones and was Jackson's sixth studio album. It featured hit songs like Billie Jean, Beat It, Human Nature, P.Y.T. (Pretty Young Thing), Wanna Be Startin' Somethin', and the eponymous Thriller. It was also known for the 14-minute long horror-themed music video with memorable choreography that took MTV by storm. Since its release it has become the one of the highest-selling albums of all time.

United States -- AT&T Ordered to Break Up

1. The break-up of the AT&T monopoly was ordered during January of 1982.
2. The US government's deal with the AT&T Corporation stated that AT&T would give up control of the Bell System (colloquially called Ma Bell) that had owned most of the telephone services in the United States and Canada since the 1940s.
3. The agreement came as the result of an anti-trust case brought against the company in 1974 by the US Department of Justice.
4. The break-up of the Bell System officially became effective two years later in 1984 when it was split into seven different independent Regional Bell operating Companies, informally known as "Baby Bells."

United States - Late Night Show

1. The first episode of Late Night with David Letterman debuts on NBC during February of 1982.
2. The show aired after Johnny Carson's Tonight Show and was directed by Hal Gurney.
3. The show's first guests were Bill Murray and Don Herbert.
4. It soon gained a reputation for its innovative offbeat humor and quirkiness.
5. The show aired for over a decade with Letterman as the host until Letterman moved to CBS to host the Late Show in 1993.
6. It has since continued with other hosts including Conan O'Brien, Jimmy Fallon, and Seth Meyers.

United States - E.T. Film Debuts

The popular science fiction film "E.T. the Extra-Terrestrial" debuts during June. It was written by Melissa Mathison and produced

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Happenings from 1982 continued...

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 in Steven Spielberg's *Always* (1989)—Hepburn completed only two more entertainment-related projects, both critically acclaimed. *Gardens of the World with Audrey Hepburn* was a PBS documentary series, which was filmed on location in seven countries in the spring and summer of 1990. A one-hour special preceded it in March 1991, and the series itself began airing the day after her death, January 21, 1993.

In 1952, Hepburn became engaged to industrialist James Hanson, whom she had known since her early days in London. She called it "love at first sight", but after having her wedding dress fitted and the date set, she decided the marriage would not work because the demands of their careers would keep them apart most of the time. She issued a public statement about her decision, saying "When I get married, I want to be really married".

At a cocktail party hosted by mutual friend Gregory Peck, Hepburn met American actor Mel Ferrer, and suggested that they star together in a play. The meeting led them to collaborate in *Ondine*, during which they began a relationship. Eight months later, on September 25, 1954, they were married in Burgenstock, Switzerland, while preparing to star together in the film *War and Peace* (1955). She and Ferrer had a son, Sean Hepburn Ferrer.

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and directed by Steven Spielberg. The story revolves around a young boy named Elliott and his younger sister (played by 6-year-old Drew Barrymore in one of her first major roles) and their quest to help a lost alien (E.T.) return to its home planet. At the time of its release it was an immediate hit, surpassing Star Wars as the highest-grossing film of all-time, a title which it held until 1993. The film was considered one of the most popular of the decade and won 4 of its 9 Academy Award nominations.

Popular Culture 1982

Smileys - 1982 was the year a computer scientist (Scott Fahlman) from Carnegie Mellon University first suggested the use of Smiley or emoticon as a way of expressing emotion in an email :-)

Freeware first used by Andrew Flueleman and Jim Knopf to distribute their application which allowed programs to be copied, in 1984 the distribution of this type of software changed from freeware to Shareware (name thought up by Bob Wallace)

Michael Jackson releases his second adult solo album, Thriller.

Graceland the home of Elvis Presley opens to the public

The screen legend Grace Kelly / Princess Grace of Monaco dies on September 14th in car crash

Popular Films

E.T. the Extra-Terrestrial
 Rocky III,
 On Golden Pond
 Porky's
 An Officer and a Gentleman
 The Best Little Whorehouse in Texas
 Star Trek II: The Wrath of Khan
 Poltergeist
 Annie
 Chariots of Fire
 Gandhi

Popular Musicians

Human League with " Don't You Want Me "
 Bucks Fizz
 The Jam
 Paul McCartney and Stevie Wonder with "
 Ebony and Ivory "
 Olivia Newton-John
 Vangelis

Steve Miller band With " Abracadabra "
 Survivor with " Eye of The Tiger "
 Chicago with " Hard to Say I'm Sorry "
 Lionel Richie

Popular TV Programs

Magnum, P.I.
 Dynasty
 Falcon Crest
 Hill Street Blues
 Knight Rider

Born This Year in 1982

Andy Roddick Born: August 30th, Omaha, NE
 LeAnn Rimes Born: August 28th, Jackson, MS
 Kelly Clarkson Born: April 24th, Fort Worth, TX
 Nicki Minaj Born: December 8th, Port of Spain, Trinidad and Tobago
 Lil Wayne Born: September 27th, New Orleans, LA
 Prince William Born: June 21th, London, United Kingdom
 Priyanka Chopra Born: July 18th, Jamshedpur, India

Technology

First CD player sold in Japan
 The Weather Channel airs on cable television for the first time.
 The Soviet Spaceship Vanera 13 lands on Venus and sends back color Photographs
 20 million Elm Trees die in the UK through Dutch Elm Disease
 The First Commercial use of Genetic Engineering is Launched when human insulin produced by bacteria is marketed
 Times man of The Year is THE COMPUTER



Getting started with Lincoln

(Continued from page 12)

Despite the insistence from gossip columns that their marriage would not last, Hepburn claimed that she and Ferrer were inseparable and happy together, though she admitted that he had a bad temper. Ferrer was rumored to be too controlling, and had been referred to by others as being her "Svengali" - an accusation that Hepburn laughed off. William Holden was quoted as saying, "I think Audrey allows Mel to think he influences her." After a 14-year marriage, the couple divorced in 1968.

Hepburn met her second husband, Italian psychiatrist Andrea Dotti, on a Mediterranean cruise with friends in June 1968. She believed she would have more children and possibly stop working. They married on 18 January 1969, and their son Luca Andrea Dotti was born on February 8, 1970. While pregnant with Luca in 1969, Hepburn was more careful, resting for months before delivering the baby via caesarean section. Both Dotti and Hepburn were unfaithful, with Dotti having affairs with younger women and Hepburn having a romantic relationship with actor Ben Gazzara during the filming of the movie *Bloodline* (1979). The Dotti-Hepburn marriage lasted thirteen years and was dissolved in 1982.

From 1980 until her death, Hepburn was in a relationship with Dutch actor Robert Wolders,^[34] the widower of actress Merle Oberon. She had met

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Michael White's first collector Lincoln

This short but interesting story was written by Michael White and features his adventures with his "dream car," a 1982 Continental. Many of us, over the years, have had similar experiences with the "car that we have always wanted." Often, the realization, for one reason or another, is not as good as the anticipation, but in Michael's case, it was about as good as it gets. I would like to add that this story originally appeared in issue 346 of Continental Comments.

How does someone become a vintage car enthusiast? For me, it was simple - the cars I grew up with became "vintage," while the vehicles of the present and future didn't interest me so much anymore.

It all began in 1984 when I became fascinated with the Ford LTD that my family rented for a road trip. I passed the miles trying to spot others like it on the highway. I learned to identify a lot of cars on that trip and just kept doing so when I got home. That led to collecting car ads, brochures, and magazines. Before I knew it, I was a certified car nut. On another trip that winter, we rented a Lincoln Continental Mark VII. Immediately, I knew that this car was something special, and my love affair with Lincoln began.

Fast forward about 20 years. I realized that my favorite cars of the '80s were within my grasp financially. I hesitated to buy one because I thought it would be too difficult to maintain. In 2016, I started searching online seriously for my own

vintage car, viewing hundreds of potential choices in a few months. Nothing clicked until I was at a show and overheard someone discussing a 1982 Lincoln Continental. The 1982 Continental represented something of a new start for Lincoln. It was much smaller and lighter than anything Lincoln had produced in recent years. With the standard V-8 and gas-pressure shock absorbers, the car combined traditional Lincoln comfort with just a touch of sporty handling. The styling referenced the Mark series with its spare tire hump while the creased roofline paid homage to vintage Rolls-Royces. Looking closely, you see a hint of the budding aero-dynamic trend at Ford, which would reach full bloom in the Mark VII two years later. I immediately walked over to ask about it. It turned out the man's friend had one for sale on an online auction site. Within hours, I called the seller, and the next day, I was at his garage looking over the car.

The Lincoln was neither a Designer edition nor the Signature series. The only significant options were leather upholstery and wire wheels. Although a 3.8 liter V-6 was available, this car had the venerable 5.0 liter V-8. Like all 1982 Continentals, it had a four-speed automatic transmission, first offered by Ford just two years earlier. The gleaming exterior was finished in a subtle off-white shade called "Pastel French Vanilla." The digital dash had only three gaug-

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More 1982 Lincoln adventures

(Continued from page 13)

Wolders through a friend during the later years of her second marriage. In 1989, she called the nine years she had spent with him the happiest years of her life, and stated that she considered them married, just not officially.

Upon returning from Somalia to Switzerland in late September 1992, Hepburn began suffering from abdominal pain. While initial medical tests in Switzerland had inconclusive results, a laparoscopy performed at the Cedars-Sinai Medical Center in Los Angeles in early November revealed a rare form of abdominal cancer. Further treatment was not possible.



Hepburn and her family returned home to Switzerland to celebrate her last Christmas. She spent her last days in hospice care at her home in Tolochenaz, Vaud and was occasionally well enough to take walks in her garden, but gradually became more confined to bedrest.

On the evening of January 20, 1993, Hepburn died in her sleep at home.

Hepburn's legacy has endured long after her death. The American Film Institute named Hepburn third among the Greatest Female Stars of All Time. She is one of few entertainers who have won Academy, Emmy, Grammy and Tony Awards.

From the internet...

(Continued from page 13)

es (speed, fuel, and temperature) and a 12-button trip computer, all of which still functioned. Everything checked out, so I placed a bid for the car the next morning. Amazingly, nobody else bid on the car after that. I won the car later that day. I now had about a week to arrange storage, insurance, and registration for it. I found a private garage for rent online. The state motor vehicle offices were closed on the Saturday that I planned to pick up the car. It took visits to three "tag and title" shops to complete the necessary paperwork, leaving little time to spare before picking the car up at the seller's house.



Another view of Michael White's 1982

I had visions of a triumphant first drive in the car, but the Lincoln struggled to go much faster than 20 mph. I thought that there might be something catastrophically wrong with the vehicle. I soon realized that I needed to move the seat forward so my feet could fully reach the pedals. Having never owned a carbureted car before, the whole routine of pumping the gas and cranking the engine was new to me. I knew there would be issues since the seller had mentioned a problem with getting gas into the bowls of the Lincoln's unconventional "variable venturi" carburetor. I eventually got the knack of starting it and drove the Continental on a local driving tour within a month. Two-and-a-half months later, I drove it all the way from the Washington, DC area to the Delaware shore for a show.

As the leaves turned and the weather cooled, the car got harder to start. Before Thanksgiving 2016, I noticed the car wasn't cranking as eagerly as usual, so I spent Black Friday acquiring and installing a new battery. As winter progressed, driving opportunities became more infrequent. Starting the Lincoln now took several minutes and

usually required the help of a more experienced car hobbyist. Sometime in January, the new battery failed. I knew something had to be done. Without a dedicated garage and little technical knowledge, wrenching it myself wasn't an option. I located a shop that had a good reputation for carburetor work and waited several weeks until the salt was off the road before delivering it. Weeks went by with little to no update. Toward the end of April, I called with an early May 2017 deadline in mind.

When I came to retrieve the car the first weekend of May, I learned that the primary issue was gas leaking out around the edges of the carburetor. They had rebuilt the carburetor, resolving the starting problem. It still ran rough, so they installed a NOS variable venturi carburetor intended for a full-size Ford. While the shop completed the mechanical work, I reassessed storage for the Lincoln. A few weeks after purchase, I moved it to a friend's garage on the outskirts of town. It then spent the winter in an underground parking garage. Neither situation was ideal. In the spring, I discovered a public storage facility 10 miles from home to take the Continental.

Although it would be much more expensive, I now had a dedicated garage with easy access to my car. The car drove well on the way to its new home. Since then, the Continental has become the fun entry into the vintage Lincoln hobby that I had sought in 2016. It's still not as easy to start as a modern fuel injected car, but I've learned its rhythms and can usually get it started on my own in two or three minutes. I drive it every week when I can, and I've mastered the art of maneuvering it into its narrow parking space. The Continental has been to a few more shows and back to the Delaware beach. Living with this car has involved some work, but it's been a labor of love. The most important lesson that I learned from all of this is that you can't wait for just the perfect moment to get started collecting classic Lincolns or anything else worthwhile for that matter. Take the first step, and the rest will come. My only regret is not doing so sooner.

Preview of Coming Events

For 2021

- June Our 12th annual Lincoln car show, Saturday, June 12, 2021 Bloomington Lincoln, Bloomington, Minnesota 10 a.m. - 2 p.m. Lunch will be served.
- July Maple Grove Days Car Show 10 a.m. - 3 p.m. Saturday, July 10.
Meet for breakfast with your Lincoln club friends at 8 a.m.
- Sunday Picnic, July 25, at Dave and Tammie Heeren's Home, Lakeville, MN.
Come at 12 Noon and enjoy a nice afternoon with friends. Lunch to be arranged. More details in the next issue of the Northstar News.
- August Eighth Annual Lincoln Homecoming, August 12 -15, 2021 Hickory Corners, Michigan
- September Our annual gathering at Morries Classic Cars. September 19, 2021
Still in the planning stage, we are planning on a catered meal and perhaps an auction to help defray the costs of the dinner. Look for full details about this event in future issues of our newsletter.
- October LCOC Eastern National Meet, October 20-24, 2021. Full details on the LCOC website.
Sunday Brunch, October 17 at Dehn's County Manor, 11281 Fernbrook Lane North, Maple Grove at 11:30 a.m. Service will be provided off a special breakfast menu.
- November Finish up 2021 with a Sunday brunch - November 6 at the Lowell Inn in beautiful downtown Stillwater. Be there at 11:30 a.m.



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

All Lincoln Car Show - Saturday, June 12, 10 am - 2 pm At Bloomington Lincoln 1001 Clover Drive, Bloomington, Minnesota

Just South of Hwy 494 and Just East of Hwy 35 South.

Join us for our North Star June car show. Bring your favorite Lincoln, old or new and plan to spend a nice summer day visiting with many of your old friends and making some new ones, too.

All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. Invite anyone you know who owns a Lincoln to join us at this show.



For Sale - 1983 Continental Mark VI

Original Gold and Cream paint. A Kentucky car that has always been garaged kept. Never driven during winter. Very solid body, no rust anywhere.

Features the very smooth running 5 liter fuel injected V8. Will do 23 mpg

on the highway. Has all the usual Lincoln extras, keyless entry, analog gages, excellent leather seating, AOD transmission. New battery, new fuel pump, new fuel tank, new TRW coil springs, shocks, tires and lots of other good stuff too. Please call for more details. 93,600 miles. This is an extremely well cared for Mark VI. Open to offers near \$7,000. Call Marlin at 763.452.0390 email: Life@wellnesspro.co



For Sale 1979 Lincoln Mark V

Shows under 37,000 miles, two-owner car.

Diamond Blue metallic paint, rare color for 1979. Matching blue leather interior. Has moon roof and all other accessories Lincoln offered in 1979. Always garaged, never driven in winter. A

great car for either touring or showing.

No dings, dents or scrapes. Have all maintenance records and factory manuals. Fairly priced at \$14,500/best offer. Call Maxine at 320-269-7547 Minnesota.