

The Town Car - A great success story



Representative of the first generation of Town Cars is this 1988 model.

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

This month, we will take a look at one of the more popular Lincolns ever produced; the Town Car. This will be a three-part series, the first part covering the years 1981 through 1989. These fine vehicles were widely recognized as being distinctive and in a class of their own. While closely related to the Ford Crown Victoria and the Mercury Grand Marquis, the public didn't seem to care much about that part of the relationship; most buyers loved them anyway. Anyone looking at a Lincoln Town Car would not see it as either a very expensive Crown Vic or a gussied-up Grand Marquis. Not so with the comparisons of that era between Cadillacs and senior Buicks (Electra models) and Oldsmobile 98s, where most General Motors vehicles had more than a passing resemblance to one another.

Town Cars of all vintages have become quite popular with collectors due to the large numbers of them still out there in good condition. With that availability, the purchase price isn't as great as one might expect. Also, as most mechanical parts are shared between its Ford and Mercury relatives, it is reasonably economical to repair whatever is wrong in an efficient period of time. For the entry-level hobbyist, this is another plus. These are really great drivers and do very well for long trips and tours. All were fitted with air conditioning, another plus for summertime driving. And the later models with the 5.0-liter engine with fuel injection and the Automatic Overdrive transmission turns out good fuel economy, far better than some of the other Lincolns from the 70s when 11-12 miles per gallon was closer to the norm.

So let us now "take the road less traveled" and take a little closer look at those wonderful Town Cars of the 1980s.

The **Lincoln Town Car** is a model line of full-size luxury sedans that was marketed by the Lincoln division of the American automaker Ford Motor Company. Deriving its name from a limousine body style, Lincoln marketed the Town Car from 1981 to 2011, with the nameplate previously serving as

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Trivia from the Internet



Buddy Hackett
1924 - 2003
America's Funnyman

Buddy Hackett (born Leonard Hacker; August 31, 1924 - June 30, 2003) was an American actor, comedian and singer. His best remembered roles include Marcellus Washburn in The Music Man (1962), Benjy Benjamin in It's a Mad, Mad, Mad, Mad World (1963), Tennessee Steinmetz in The Love Bug (1968), and the voice of Scuttle in The Little Mermaid (1989).

Early life - Hackett was one of two children born into a Jewish family living in Brooklyn, New York. His mother Anna (née Geller) worked in the garment trades while his father Philip Hacker was a furniture upholsterer and part-time inventor. Hackett grew up across from Public School 103 on

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Editors Message

June 2022

Dear friends and gentle readers:

While not exactly a barn burner, May 2022 was better than April. The weather finally got a little warmer; we had some rain, but it was badly needed throughout the state, and that was good, too. Now comes the downer. In about 20 days, literally, in the blink of an eye, the days will begin to get shorter once again. And we all know where that leads us to. Just saying...

Hopefully, June will bring us some really fine weather, especially on weekends, so we can get those old cars out of the garage and give them some badly needed exercise. Most of us will not be driving as much as we would like, with the price of regular gas about \$4.20 per gallon and the ethanol-free stuff even higher. So, with the 20-plus gallon gas tanks found in our classics, we are maybe looking at the better part of a \$100 bill to fill the tank. And at 10-12 miles per gallon, some of the older cars get, you can burn through a lot of money in an afternoon of driving. I guess that we will still drive those classics, but not quite as much. I wonder if

there is a little price gouging going on with the oil companies cutting back on supplying the world in order to drive the price up a little. In a discussion that I remember having in an economic class back in my college days, the question was posed: "Is it better to sell 1,000 widgets at \$1 each or sell 10 widgets at \$100 each?" It really doesn't take a rocket surgeon to make the correct choice.

This month, we are beginning a series on the Lincoln Town Car, which was sold for around 30 years from about 1981 through about 2011. During this period, everyone knew what a Town Car was, and in movies and on TV, the beautiful and rich people were often shown either arriving or departing in

black Lincoln Town Cars. And they were also the sweetheart of the rental fleets. And if you were renting a car, if you had a premium credit card, like an AMEX Platinum card, an upgrade to a Town Car was, in most cases, free. It was really nice to move up from a Plymouth Volare to a Lincoln Town Car. One felt as though they had arrived.

In the first episode, we will cover the period from the early 1980s through 1989, or what is sometimes referred to as the first generation. Our next installment will take a look at the next generation, covering the years



Sweet Olga is spending some time out of doors enjoying a very fine May day. For her, it is a perfect day, temperatures in the high 60s with a lot of nice smells to stimulate her olfactory senses. She is thinking that it would be perfect if her dad came with the bag of fresh treats. A girl cannot have enough treats!

from 1990 through 1998. These were good years for Lincoln; good, well-engineered cars, carefully built, and truly a joy to drive by their owners. Lincoln had it figured out with these cars; it was a pity that they could not carry that magic out in the years beyond 2,000. While the Sport Utility Vehicles have captured the public interest, for now, we can only hope that the pendulum will swing back in the other direction toward sedans of good design and careful manufacture. One can only hope.

Please do not forget our early summer Lincoln show at Lincoln of Bloomington

Saturday, June 11, from 10 a.m. to 2 p.m. We will have a few door prizes; not sure what that really means, as we have yet to give away a door. And, our good friends at Blooming Lincoln will be serving up some really good victuals to more than satisfy our pangs of hunger. It will be a great day; again, please try to make it; we are always glad to see our good friends and fellow Lincoln club members.

Sweet Olga will be on hand to say hello to her friends and perhaps get a little extra attention.

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

Directors Message by Bob Johnson June 2022

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54th Street and 14th Avenue in Borough Park, Brooklyn, and was active in varsity football and drama club at New Utrecht High School. Hackett suffered from Bell's palsy as a child, the lingering effects of which contributed to his distinctive slurred speech and facial expression.

While still a student, Hackett worked as a "tumbler" (Yiddish for "tumult maker") entertaining guests in the Catskills Borscht Belt resorts. While there, he began performing stand-up comedy in the resort nightclubs as "Butch Hacker." He appeared first at the Golden Hotel in Hurleyville, New York, claiming later he did not get one single laugh. Following his graduation from high school in 1942, Hackett enlisted in the United States Army and served during World War II for three years in an anti-aircraft battery.

Early career - Hackett's first job after the war was at the Pink Elephant, a Brooklyn club. It was here that he changed his name from Leonard Hacker to Buddy Hackett. He made appearances in Los Angeles and Las Vegas, and continued to perform in the Catskills. He acted on Broadway, in *Lunatics and Lovers*, where Max Liebman saw

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COVID-19 is not over. Everyone is trying to ignore it and safely go about their business, some wear masks, and some could care less. After traveling in Wisconsin, Illinois, and Indiana this past weekend on our incredible Milwaukee Road trip, it looks to me that everything is wide-open. Everyone is doing what they think is safe and starting to get out and do whatever they want! Most are using sound judgment to protect themselves. Our biggest problem may be getting you to get out and do activities after two years of basically doing nothing. Can you come to our activities, we want to see you.

After a two-year wait because of the COVID pandemic, this road trip to Milwaukee was much better than anyone could imagine. Bill Holiday, a former Harley Davidson executive, did an outstanding job planning and executing this trip. This trip was not for a car show but for seeing things of interest and getting our members together once again. Thank you, Bill and Kathryn, for a job well done. The Mark Platt Car collection in Wisconsin Dells was very impressive. The Harley-David Museum, the Wisconsin Automotive Museum, The Holy Hill Basilica, and the National Shrine of Mary were also worth the trip. These four stops had something to offer for everyone on this trip. To write an article about this trip is very hard to do. You just had to be there in person to see all of the many different areas we covered in three days. We had 24 people attend all or most of this great road trip. Mary and I departed Sunday Morning to see my grandson play baseball in Lafayette, Indiana, just 225 miles from Milwaukee. The team split a doubleheader, and it was worth the trip.

We hope you can attend our 14th Annual Early Summer Bloomington Lincoln Car show on Saturday, June 11, 2022, from 10 a.m. to 2 p.m. at Bloomington, Lincoln, Bloomington, Minnesota. Free lunch and awards at 2 p.m. The staff at Lincoln of Bloomington are eagerly waiting to see your Lincolns displayed at their dealership.

The 2022 Lincoln Centennial Homecoming registration for August 7-13, 2022, is now posted on the Lincoln Motor Car Foundation website lincolncarmuseum.org/, and the LCOC.org website

As of May 18, there are 66 registrations; our North Star Region members already registered are Dan Staehle, John McCarthy, Bill Holaday, Dick Koop, and Brad Videen. The events are filling up fast, so register now to get your choice of what you want to attend.

New Item for your information. Friday, July 15, 2022, **Lincoln car clubs are invited** to the Annual Product Development Center, (PDC) Ford/Lincoln Truck and Car Show 20000 Rotunda Drive, Dearborn, Michigan. You need to register for an invitation to the show by May 31, 2022; go to lcoc.org for more information.

Our Facebook presence with likes is now 551 persons; Please use our correct Facebook page the one to use is *North Star Lincoln Continental Car Club*. Look for pictures being posted about our 2022 Milwaukee road trip.

For 2022 only, we have a reduced LCOC Membership rate of \$25; let's use it to get some new members and friends for the LCOC and the North Star Region. Now can we get you to call persons you know who love Lincolns? We need them as members! Your call is still the best way to get a new member; please call everyone you know interested in the Lincoln brand. We can be more active now; get out and recruit. I do not have April membership data yet, but your efforts are helping increase the LCOC membership base. Please help us reach new members, we know there are people that would join our club, but they don't know that we even exist; it is up to us to find them

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

Bob and Mary Johnson

Board Of Directors - 2022 - 2023

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	cgstruble@fedex.com	2023
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Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
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 about the Town Cars

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the flagship trim of the Lincoln Continental. Produced across three generations for 30 model years, the Town Car served as the flagship sedan of Ford Motor Company, marketed directly against the Cadillac Fleetwood Brougham (and its Cadillac DTS successor). Marketed nearly exclusively as a four-door sedan (a two-door sedan was offered for 1981 only), many examples of the Town Car were used for fleet and livery (limousine) service. From 1983 to its 2011 discontinuation, the Town Car was the longest car produced by Ford worldwide, becoming the longest mass-production car sold in North America from 1997 to 2011.

From 1980 to 2007, the Lincoln Town Car was assembled in Wixom, Michigan, (Wixom Assembly) alongside the Lincoln Continental, LS, and Mark VI, VII, and VIII. After that factory closed, Town Car production moved to Southwold, Ontario, (St. Thomas Assembly) alongside that of the similar Ford Crown Victoria and the Mercury Grand Marquis. That factory was closed in September 2011; the final Lincoln Town Car came off the assembly line on August 29, 2011.

Within the Lincoln model line, the Town Car was not directly replaced; the nameplate was used from 2012 to 2019 to denote livery/limousine/hearse variants of the Lincoln MKT. For 2017, the revived Continental replaced the MKS, closely matching the Town Car in wheelbase and width.

Etymology - In the 1920s, a town car was a body design typically used for limousines. The description originated from the horse-drawn carriage that featured an open chauffeur's compartment with a fixed roof for the passengers. During that era, the fixed rear roof horse-drawn carriage became a limousine and the term "de Ville" in French meant "for town (use)". In 1922, Edsel Ford purchased a custom-built Lincoln L-Series town car as a personal vehicle for his father, Henry Ford.



What could have been the very first Town Car is this 1922 Lincoln model L, purchased by Edsel Ford for the use of his father, Henry Ford.

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him and put him in two television specials.

Hackett's movie career began in 1950 with a 10-minute "World of Sports" reel for Columbia Pictures called King of the Pins. The film demonstrated championship bowling techniques, with expert Joe Wilman demonstrating the right way and Hackett (in pantomime) exemplifying the wrong way. There was an anecdote that, because of this appearance, Hackett received an offer to join the Three Stooges from Jules White, the head of Columbia short subject department, in 1952. Curly Howard had suffered a debilitating stroke in 1946; his older brother Shemp Howard was intended to replace him only on a temporary basis until he fully recovered, but Curly died in January 1952. It was said Hackett even joined Moe Howard and Larry Fine for a rehearsal, but turned down the offer eventually when he felt he did not fit with the act's comedy style and wanted to develop his own style as a solo act. This rumor was later dismissed as either untrue or unfounded. Hackett would not return to movies until

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Northstar Monthly Board Meeting Minutes

May 5, 2022

BOARD OF DIRECTOR'S MEETING

The meeting was called to order at Bloomington Lincoln by Regional Director Bob Johnson at 6:10 p.m. Board members attending were Bob Johnson, Dave Gustafson, Bob Roth, Dave Heeren, Bill Holiday, Tom Brace, and Matt Foley. The Board members not present were Jay White, Chris Struble, and Jeff Eisenberg. There were no visitors. The minutes of the previous meeting and the agenda of this meeting were approved.

Director reports:

Again, the first part of the meeting consisted of conversations between our members who discussed the lifting of restrictions for the COVID-19 and how we will try to return to normal but have to be careful with the Club schedule for the rest of 2022.

Chairman Bob Johnson reviewed the activities schedule for the rest of 2022.

Our four-day road region trip to Harley Davison museum in Milwaukee is finally happening on May 12-15, 2022, with 23 persons. Matt Foley will take pictures for the trip article. Bill Holiday has done a terrific job of planning this event. Thank you, Bill!

Our June event will be the 14th Annual Bloomington Lincoln Car show Saturday, June 11, 2022, at Bloomington Lincoln, Bloomington, Minnesota, from 10 a.m. to 2 p.m., Free lunch and awards at 2 p.m.

The club is still planning events for 2022; Bob Roth will again see if we can rent the Carlson Cheshire park that we had last year. Tom Brace stated that the CCA is still planning a 2022 Garage tour for later this year and will let us know when it is scheduled. Tom St. Martin has recommended a new place to eat, the Redstone American Grill on Main Street in Maple Grove, which will be on our schedule later this year.

Treasurer Matt Foley announced that the April treasury balance is \$6214.84, with all bills paid.

Membership and Publications Director Dave Gustafson announced that we had one new member in April and about 115 region membership renewals so far.

There being no further business, the meeting was adjourned at 7:15 p.m. The next meeting will be Thursday, June 2, 2022, at 6:30 at Bloomington Lincoln.

Respectfully submitted by Chris Struble from notes taken by Bob Johnson.

Town Car continued..

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1953, after one of his nightclub routines attracted attention. With a rubber band around his head to slant his eyes, Hackett's "The Chinese Waiter" lampooned the heavy dialect, frustration, and communication problems encountered by a busy waiter in a Chinese restaurant: "No, we no have sprit-pea soup ... We gotta wonton, we got eh-roll ... No orda for her, juss orda for you!" The routine was such a hit that Hackett made a recording of it, and was hired to reprise it in the *Universal-International musical Walking My Baby Back Home* (1953), in which he was third-billed under Donald O'Connor and Janet Leigh.

Hackett was an emergency replacement for the similarly built Lou Costello in 1954. *Abbott and Costello* were set to make a feature-length comedy *Fireman, Save My Child*, featuring Spike Jones and His City Slickers. Several scenes had been shot with stunt doubles when Lou Costello was forced to withdraw due to illness. *Universal-International* salvaged the project by hiring

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Later, the "sedan de Ville" was used as a model name by Cadillac, the primary rival to the Lincoln Continental from the 1950s to the 1990s.



Above, a 1959 Lincoln Continental Mark IV Town Car formal sedan. One of 214 produced.

For 1959, Lincoln augmented its pre-existing Continental lineup with the addition of two formal sedans known as the Town Car and Limousine. Both new vehicles featured pillared construction, interiors of broadcloth and scotch-grain leather as well as deep pile carpeting. No options were offered, all equipment including air conditioning being standard; the Limousine came with a glass partition between the front and rear seats.

In place of the reverse-slant roofline used by all other Continentals (including convertibles), the Town Car/Limousine was styled with a notchback roofline with a heavily padded vinyl top and an inset rear window. In addition to the slightly restrained styling, the change in the roofline was also functional. To add rear-seat legroom, the rear seat was repositioned without any modification in the wheelbase. In the years to follow, both Imperial and Cadillac would redesign the rooflines on their own range-topping vehicles (the LeBaron and Fleetwood Sixty-Special) to appear more formal and limousine-like.

One of the rarest vehicles ever produced by Ford Motor Company, 214 Town Cars and 83 Limousines were produced from 1959 to 1960; all examples were painted black.

1970-1979 - For 1970, the Town Car name returned as a trim package option, including leather seating surfaces and deeper cut-pile carpeting. For 1971, a limited-edition (1500 produced) Golden Anniversary Continental Town Car commemorated the fiftieth anniversary of Lincoln. For 1972, the Town Car was intro-

duced as a sub-model of the Lincoln Continental model line. On nearly all examples, a vinyl top covered the rear half of the roof, with a full-length configuration optional. A raised molding over the roof incorporated coach lamps on the B-pillars. For 1973, Lincoln introduced a two-door variant of the Continental Town Car, named the Town Coupe. As with the Town Car, the Town Coupe was offered with a standard vinyl roof. As part of the 1975 redesign of the Lincoln roofline, the Town Car adopted the oval opera windows of the Mark IV coupe, with the Town Coupe given a large rectangular opera window.

The Continental Town Car proved to be a success for the division, becoming the most popular Lincoln vehicle of the 1970s (as the Mark IV and Mark V were not technically branded as Lincolns).

1980 - For 1980, Lincoln became the final American brand to market downsized full-size cars. In its redesign, the Lincoln Continental shifted from the largest production sedan in North America to a design with a smaller exterior footprint than Cadillac. The Continental Town Car returned as the top trim for the Lincoln model range; in its own downsizing, the Mark series introduced the Continental Mark VI. *Though technically not badged a Lincoln, the Mark VI shared its chassis and much of the body with the Continental to reduce development and production costs.*

While Lincoln had brought downsized model lines to production, from a marketing standpoint, the consolidation of the Continental, Continental Town Car/Town Coupe, and the Mark VI proved catastrophic. Following the early 1980 withdrawal of the slow-selling Lincoln Versailles, Lincoln-Mercury dealers offered three highly similar vehicles across a wide price range in the same showroom. The discontinuation of the Versailles also marked the return of Lincoln exclusively to the full-size sedan segment, leaving nothing to sell against European-brand luxury vehicles.

For 1981, Lincoln underwent a revision to transition its full-size model range from three nameplates to one, commencing a multi-year transition throughout all three Ford divisions. For 1981, the Continental went on hiatus, with Lincoln shifting the nameplate to a mid-size sedan for 1982. The Mark VI ended its model cycle in 1983; for 1984, the Mark VII exited the full-size segment, shifting the Mark Series into a different market segment.

First generation (1981-1989) - A model year removed from the extensive downsizing of its

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More about Town Cars...

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 Hugh O'Brian and Hackett to take over the Abbott and Costello roles, using already shot footage of the comedy duo in some long shots; Jones and his band became the main attraction.

Hackett became known to a wider audience when he appeared on television in the 1950s and '60s as a frequent guest on variety talk shows hosted by Jack Paar and Arthur Godfrey, telling brash, often off-color jokes, and mugging at the camera.



Buddy Hackett made numerous appearances on the Johnny Carson Late Night show. He is shown here telling Johnny and the world his famous "Duck Joke," which may be seen on YouTube.

Hackett was a frequent guest on both the Jack Paar and the Johnny Carson versions of The Tonight Show. According to the board game Trivial Pursuit, Hackett has the distinction of making the most guest appearances in the history of The Tonight Show Starring

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 the standard model. The Cartier Edition ex-full-size model range, the Lincoln division underwent a revision of its nameplates. Following the discontinuation of the compact Versailles sedan, Lincoln was left marketing six nearly identical vehicles (Continental, Continental Town Car, and Mark VI, all offered both as two-door and four-door sedans). For 1981, the Lincoln Town Car was introduced, consolidating the Continental and Continental Town Car into a single model line slotted below the Mark VI.



Front seat area of a 1986 Town Car. Lots of soft pillowy seat cushions, designed for maximum comfort. Not unlike the finest living room sofa ever offered for sale. A couch on wheels. Sure beats leather on a cold day.

Largely similar to the 1980 Lincoln Continental, the Lincoln Town Car was offered as a two-door and four-door sedan (the Town Coupe nameplate was discontinued). Largely overshadowed by its Mark VI counterpart, the Town Car two-door was discontinued for 1982. As the Mark VII was introduced for 1984, Lincoln pared its full-size line down solely to the Town Car four-door sedan.

At the time of its launch, the Town Car had been slated for replacement by front-wheel drive model lines (in anticipation of further volatility in fuel prices); as fuel prices began to stabilize, demand initially rose for the model line, leading Lincoln-Mercury to produce the Town Car through the 1980s with few visible changes. **Over 200,000 were sold for 1988, the highest ever for the model line.** However, this increase was mostly due to an extended 1988 Town Car model year which ran from March 1987 to October 1988 instead of the usual 12 month period. Conversely, the 1987 Town Car with its shortened model year only had sales of just over 76,000. Although remaining Lincoln's top selling model, calendar year sales declined each year for the Town Car between 1986 and 1989. This decline was mostly blamed on its

aging design and the increased popularity of the Continental which had been fully redesigned for 1988.

Chassis - The 1980-1989 Lincoln Continental/Town Car utilized the Panther platform shared with Ford and Mercury. Delayed to the 1980 model year due to engineering issues, the Panther platform meant radically different exterior dimensions for the Lincoln models. Although extended three inches in wheelbase over its Ford/Mercury/Mark VI coupe counterparts, the 1980-1989 versions would have the shortest wheelbase ever used for a full-size Lincoln at the time (10 inches shorter than its 1979 predecessor). The 1980 Continental/Town Car was the shortest Lincoln since the Versailles. In the interest of fuel economy and handling, the Panther chassis reduced weight by up to 1400 pounds compared to the 1970-1979 full-size Lincolns. As the lightest full-size Lincoln in 40 years, the 1980 Continental/Town Car came within less than 200 pounds of the curb weight of the compact-sized Versailles. The new Panther platform meant reduced overall size, better suspension geometry, and upgraded power steering with a reduced turning diameter by over 8 feet (compared to the 1979 Lincoln Continental). For 1984, gas-pressurized shocks were added.

To achieve better Corporate Average Fuel Economy (CAFE) results, Ford discontinued the 400 and 460 big-block V8s in its full-size cars. For 1980, a 130 hp 4.9 L V8 (the 302 Windsor, marketed as a "5.0 L" V8) was the standard engine. A 140 hp 351 CID V8 was available as an option. Following the introduction of the Lincoln Town Car in 1981, the 5.0 L V8 became the only available engine (with the 351 becoming an option for Ford and Mercury). In Canada, the 302 V8 remained carbureted until 1985. In 1986, the 302 V8 was revised to 150 hp, following a redesign of the fuel-injection system with the introduction of sequential multi-port fuel injection. These engines are identifiable by their cast aluminum upper intake manifolds with horizontal throttle body (vertical throttle plate); this replaced the traditional throttle body with a carburetor-style top-mounted air cleaner previously used. Introduced in the Lincoln Continental for 1980 and marketed in all Panther-platform vehicles in 1981, the Lincoln Town Car was equipped with the 4-speed AOD automatic overdrive transmission, the sole transmission of 1981-1989 examples.

All Town Cars from 1980 to 1989 featured an optional trailer towing package which

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Even more about Town Cars...

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*Johnny Carson. During this time, he also appeared as a panelist and mystery guest on CBS-TV's *What's My Line?* and filled in as emcee for the game show *Treasure Hunt*.^[10] He made fifteen guest appearances on NBC-TV's *The Perry Como Show* between 1955 and 1961.^[11] He appeared with his roommate Lenny Bruce on the *Patrice Munsel Show* (1957-1958), calling their comedy duo the "Not Ready for Prime Time Players," 20 years before the cast of *Saturday Night Live* used the same name.*

*Hackett appeared twice on ABC's *The Rifleman*, starring Chuck Connors and Johnny Crawford. In both episodes, "Bloodlines" (1959) and "The Clarence Bibb Story" (1961), his fellow guest star was Denver Pyle. He was cast as Daniel Malakie in "Bloodlines", the father of three boisterous brothers headed to trouble, and then as Clarence Bibb in the episode of that same name. Bibb is a handyman who after cleaning a gun accidentally kills a notorious outlaw, Longden (X Brands). Then, Longden's former partner, George Tanner (Denver Pyle), comes to town but avoids confrontation with Bibb and accepts the explanation that Wicks' death was accidental.*

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included dual exhausts, a 3.55:1 limited slip differential (code 'K') and an improved cooling package for the engine as well as transmission.

Body – Exterior - During the late 1970s, the sales of the Lincoln Continental had held steady and the Continental Mark V would go on to outsell its Cadillac Eldorado counterpart. In the development of the Lincoln Town Car, the design themes of the 1977-1979 Lincoln Continental and Mark V would both influence the exterior design of the 1980 Continental/Town Car. As with its predecessors, the Town Car features nearly flat body sides, sharp-edged fenders, and a radiator-style grille. In a major departure, hideaway headlamps gave way to exposed halogen headlamps (the first on a full-size Lincoln since 1969). Another first included fully-framed door glass (retractable vent windows were now standard); in sharp contrast to its Ford and Mercury counterparts, the window frames were painted matte black. While chrome trim remained around the headlamps and window frames, in a break from Lincoln tradition, it was deleted from the top of the fenders. Though mechanically similar to the Ford LTD and Mercury Marquis (the Ford LTD Crown Victoria and Mercury Grand Marquis after 1983), the Lincoln Town Car shared visible body panels only with the Continental Mark VI. In contrast to its Ford, Mercury, and Mark VI counterparts, the rooflines of 1981-1989 Town Cars feature a vertical quarter window in the C-pillar.

After only 4,935 two-door Town Cars were sold in 1981, the body style was discontinued for 1982. In the shift from rebadging the Continental to the Lincoln Town Car for 1981, Lincoln replaced the "Continental" badging above the headlights with "Town Car", which was removed in 1984.

A padded roof was standard equipment on all Town Cars, with its design determined by trim level. On standard-trim Town Cars, a leather-grained vinyl full-length covering with center pillar coach lamps was fitted. For Signature Series and Cartier trims, a padded vinyl coach roof (covering the rear half of the roof) with a frenched (smaller) rear window opening was fitted; the coach roof was also an option on standard-trim Town Cars. On non-Cartier Town Cars, a full-length cloth (canvas) roof was an option; imitating the look of a convertible, the design deleted the C-pillar quarter windows.

During the 1980s, the Lincoln Town Car would undergo several exterior revisions. For 1985, the model was given a mid-cycle facelift.

In addition to (slightly) improving its aerodynamics, the design was intended to visually shorten the car (though length was essentially unchanged). The front and rear bumpers were redesigned, better integrating them into the bodywork. The rear fascia was redesigned; distinguished by redesigned taillamps, the trunklid was better integrated with the rear fenders. For 1986, to meet federal regulations, a center brake light was added in the rear window. For 1988, the grille was updated with a brushed-metal panel between the taillamps, which now featured the reverse lamps.

The 1989 models are distinguished by special trim features including satin black paint for grille blades, trim between headlights, and amber (instead of clear) front parking lamps. The "Lincoln" front-end badging is moved from above the left headlight onto the grille and changed to large sans-serif script. In the rear, the brushed-metal panel was given a pinstripe finish and all badging was moved from the panel onto the trunk lid. All models feature a landau roof with a smaller, more formal "frenched" rear window. All non-Cartier models also include an embedded Lincoln "star" emblems in their opera windows

Interior - The interior of the Lincoln Town Car featured many advanced luxury options for its time. Signature Series and Cartier models featured 6-way power seats (and manual seat-back recliners) for the driver and front passenger; the Lincoln Town Car adopted a split front bench seat previously seen on the Mark coupes. Several electronic features included an optional digital-display trip computer showing the driver "miles to empty" and (based on driver input) an "estimated time of arrival". A keypad-based keyless entry system unlocked the vehicle through a 5-digit combination (factory-programmed or owner-programmed). Mounted above the driver door handle, the keypad allowed the driver to lock all four doors; after entering the code, the driver could unlock the doors or release the trunklid. Along with keyfob-based systems, the keypad system is still in use on Ford and Lincoln vehicles (as of 2022).

As part of the 1985 update, the Lincoln Town Car was the first Ford vehicle to feature a CD player as an option (as part of a 12-speaker JBL premium stereo system); while 1984 was the final year for the option of 8-track players and CB radios for the Town Car. In a functional change, the horn button was moved from the turn-signal lever to the steering wheel hub. The door trim was changed from wood to upholstery matching the seats.

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Stanley - Hackett starred as the title character on NBC-TV's *Stanley*, a 1956-57 situation comedy which ran for 19 weeks on Monday evenings at 8:30 pm ET. The half-hour series also featured a young Carol Burnett and the voice of Paul Lynde. The Max Liebman produced program aired live before a studio audience and was one of the last sitcoms from New York to do so. *Stanley* revolved around the adventures of the titular character (Hackett) as the operator of a newsstand in a posh New York City hotel.

Hackett appeared opposite Robert Preston in the film adaptation of *The Music Man* (1962). In *It's a Mad, Mad, Mad, Mad World* (1963), Hackett was paired with Mickey Rooney, with whom he had also recently made *Everything's Ducky* (1961), in which they played two sailors who smuggle a talking duck aboard a Navy ship. Children became familiar with him as lovable hippie auto mechanic Tennessee Steinmetz in Disney's *The Love Bug* (1968).

In 1964, he had a stint on Broadway, appearing with Richard Kiley in *I Had a Ball*.

He appeared many times on the game show *Hollywood Squares* in the

(Continued on page 10)

Town Car finale...

(Continued from page 8)

For 1986, the front-seat head restraints were replaced with a taller 4-way articulating design; walnut burl trim replaced much of the satin black trim on the lower dash. For 1988, the instrument cluster was updated; for Town Cars with analog gauges, the instrument panel was given round dials in square bezels. In addition, new wood trim was added to the dashboard and steering wheel.



Simple dash, everything easily accessible to the driver. Ever so elegant! From a 1986 Town Car.

Trim - At its 1980 launch, the Lincoln Town Car was offered in two trim levels, a standard/base trim and a Lincoln Town Car Signature Series (a name shared with the Mark VI, though with less exclusive features). In 1982, Lincoln adopted the Mark-Series tradition of Designer Series editions as the Cartier Edition was shifted from the Mark VI to the Town Car, becoming the top trim level; the Cartier Edition would remain part of the Town Car line through the 2003 model year.

Special editions

Cartier Designer Edition - In 1982, in a trim level shift, the Cartier Edition was moved from the Mark Series to the Lincoln Town Car. As before, the special-edition package consisted of exclusively coordinated exterior colors and interior designs, with the Cartier logo embroidered in place of the Lincoln "star" emblem on the seats. For 1987, the package underwent a redesign with new upholstery design and new two-tone (metallic beige) platinum added alongside the traditional platinum silver and two-tone arctic white.

Sail America Commemorative Edition - This special edition 1987 Signature Series model came in white with a blue carriage roof and had a white leather interior with blue piping and special badging. Ford Motor Company was one of the corporate sponsors of the "Sail America Foundation" syndicate, owner of the 1987 America's Cup winning yacht *Stars & Stripes 87*.

Special Edition - The 1988 Town Car Signature Series was available with a \$2,461 'Special Edition package', which included a

carriage roof (giving the appearance of a convertible top), wire-spoke aluminum wheels, JBL audio system, leather-wrapped steering wheel, and leather upholstery with contrasting-color piping. This replaced a proposed Gucci edition Town Car that had been in the works.

Gucci Edition - 1989 Signature Series Gucci Edition had a special blue canvas roof with fluorescent B-pillar light and a special blue badge on the C Pillar with the word signature. It was designated in the VIN as code 84.

Marketing - For the 1985 model year, the Cadillac DeVille and Fleetwood, traditional competitors of the Lincoln Town Car, shifted to front-wheel drive platforms (although, the Fleetwood Brougham retained its rear-drive platform and styling). At the time, Lincoln marketed the larger size of the Town Car as a selling point. In response to the downsized Cadillacs, Lincoln introduced a series of advertisements in late 1985 titled *"The Valet"* which depicted parking attendants having trouble distinguishing Cadillacs from lesser Buicks (Electras) and Oldsmobiles (Ninety-Eights), with the question "Is that a Cadillac?" answered by the response "No, it's an Oldsmobile...or Buick." At the end, the owner of a Lincoln would appear with the line "The Lincoln Town Car, please." The commercial campaign saw the emergence of a new advertising slogan for the brand, **"Lincoln. What a Luxury Car Should Be."** which was used into the 1990s. These series of commercials, however, were unable to turn around declining Town Car sales. It was only after an all-new redesigned Town Car was introduced in 1989 for the 1990 model year that its sales at least temporarily rebounded.



LINCOLN
WHAT A LUXURY CAR
SHOULD BE.



LINCOLN-MERCURY DIVISION, FORD MOTOR CAR COMPANY

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late 1960s and 1970s. In one episode, Hackett (who was Jewish) was asked which country had the highest ratio of doctors to populace; he answered Israel, or in his words, "The country with the most Jews." Despite the audience roaring with laughter (and Hackett's own belief that the actual answer was Sweden), the answer turned out to be correct. Hackett's regular guest shots on *Jack Paar's Tonight Show* in the early 1960s were rewarded with a coveted appearance on Paar's final *Tonight* program on March 29, 1962.

Later career - Hackett continued to appear on Johnny Carson's *Tonight Show* until Carson left the series in 1992. In 1974 Hackett published a book of poetry entitled *The Naked Mind of Buddy Hackett*.

In 1978, Hackett delivered a dramatic performance as Lou Costello in the television movie *Bud and Lou* opposite Harvey Korman as Bud Abbott. The film told the story of Abbott and Costello, and he and Korman did a rendition of the team's famous "Who's on First?" routine.

In 1979, Hackett was the voice of the groundhog "Pardon Me Pete", and the narrator of the Rankin/Bass Christmas special *Jack Frost* (1979).

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The Town Car practically drives itself!



1988 Lincoln Town Car

A test report from the March 19, 1988 issue of the *Detroit News*.

The Lincoln Town Car, long a bestseller at Ford Motor Co.'s Lincoln-Mercury division, confounds the skeptics. According to a Ford analyst, the body style, originally introduced as the 1980 Lincoln Continental Town Car has had a stronger increase in sales since 1983 than have European luxury cars. After test-driving the 1988 Signature Series Town Car, I can see why.

The auto, a big, heavy monster still with the basic design it had in the late 1970s, practically drove itself (although critics might note that for nearly \$28,000, the car should do a lot of things). I didn't have to remember to turn on the headlights. They did that themselves, sensing when outside light was low, thanks to an auto lamp on-off system. The headlights also automatically switched from low to high beams and turned themselves off when the ignition was turned off. I didn't have to remember to lock the doors before driving off. The car has an automatic system that locks them once the ignition is on, all doors are closed, the transmission is shifted through reverse, and someone is in the driver's seat. I didn't even have to remember to switch the rearview mirror to ward off headlight glare from other vehicles. The test car had the optional (for \$89) automatic dim day-night mirror that flipped to protect the driver's eyes from glare every time a vehicle approached the rear. It flipped back to normal when no car was close behind. So, all I had to do was get inside, start up the car, shift, and step on the gas pedal. Away I went, along with 4,100 pounds of sheer automotive force.

If you want that size of a car and that configuration (rear-drive, big weight, luxury domestic), there aren't many choices - probably the Town Car or a Cadillac, said Ford analyst Ray Windecker. Sales of Town Cars have increased 90% since 1983, while sales of all Cadillac models have fallen 8%. European

luxury car sales also haven't risen as fast as they have for Town Cars, he said, citing a 39% boost at Mercedes-Benz and 62% at BMW. Overall, he added that the U.S. luxury car market had been up 35% from 1983. Town Car sales in the 1987 model year totaled 136,085, up from 119,180 in the 1986 model year, Windecker said.

The plant producing the big cars has been on overtime nearly every day, and the demand is that great, he said. However, he added sales likely would decline a bit in the current model year because the plant is building a newly designed Lincoln Continental. Work on those models is expected to curtail some Town Car production.

Town Car buyers are older, with a median age of 60. (Actually, 53% are over age 60.) Ford said that forty percent of buyers are retired, and median income is \$58,000 a year. Thirty-eight percent are at least college grads.

Besides appreciating the many automatic features on the Town Car, those buyers can enjoy standard, heated outside side mirrors and a lighted thermometer that tells the outside temperature. There's an expansive interior - no complaints about a cramped back seat here - and the carpet is a 30-ounce cut pile. Also, part of the 219-inch-long vehicle is a huge trunk, even with a full-sized spare tire inside. The hood, where the mighty 5-liter, electronic fuel-injected V-8 resides, juts out front so far I nearly hit the back of another car at a stop sign before I realized I wasn't in one of those downsized vehicles with little hoods I'm used to. I did find the interior cloth upholstery (navy in the test car) showed some spills, and I couldn't slide in the seat. Rather, I had to lift myself and settle in.

With so much weight and such a big engine coupled with automatic transmission, fuel economy suffers, with only 17 mpg listed for city driving. A fill-up can be costly - one gas station visit left me \$20 poorer. And the car had a somewhat mushy suspension. Consumer Reports said buyer surveys showed 1983-85 Town Cars ranked better than average in its trouble index and average in the 1986 model year, the last year available. The Town Car shows what a big American car can be and likely will be for the foreseeable future. Despite talking that it's just a matter of time before large, rear-drive American cars disappear from showrooms, a Ford official says the company plans to keep the popular Town Car around for some time.

North Star road trip to Milwaukee

(Continued from page 10)

He starred in the 1980 film *Hey Babe!*. That same year, he hosted a syndicated revival of the 1950-61 Groucho Marx quiz show *You Bet Your Life* which lasted for one year.

Hackett appeared regularly in TV ads for Tuscan Dairy popsicles and yogurt throughout the 1970s, but his most famous television campaign was for Lay's potato chips ("Nobody can eat just one!") which ran from 1968 to 1971; Hackett had succeeded Bert Lahr as Lay's spokesman. He guest-starred in the *Space Rangers* episode, "To Be Or Not To Be", as has-been comedian Lenny Hacker, a parody of his stage persona. The character's name was Hackett's own real name. He also appeared on the television series *The Love Boat* in 1979 (Season 3, Episode 4), playing the part of a cab driver, Mickey, who accepted an offer to join his jilted passenger (Arlene Golonka) on a three-day cruise. In 1987, Hackett appeared on *Murder, She Wrote* (Season 3, Episode 18). He also appeared in *LA Law* as a friend of Secretary Roxanne helping her by doing free TV infomercials.

Other - For his contribution to the motion picture industry, Hackett was given a star on the

(Continued on page 12)



Some of the neat trucks in the Platt vehicle collection, Wisconsin Dells.

After a two-year delay due to the COVID pandemic, our Milwaukee road trip was again back on the front burner. And it was beyond most of our expectations, and Bill Holaday did his best to plan and then execute this trip.

We kicked off our four-day road trip by departing the McDonald's in Hudson, Wisconsin, at 9 a.m., Thursday, May 12. The weather was good, dry, and somewhat cool, perfect for a great tour day.

Our first stop on our journey was the Mark Platt car collection in Wisconsin Dells. And what a sight to behold. Mark Platt met our caravan at the I-94 Wisconsin Dells exit at about noon with his 1966 Continental convertible, a very proper Lincoln, perfect to lead us to his home and car collection housed in a new building completed in 2021.



A 1954 Lincoln right at home in the Platt collection.

Mark has at least 20 collector cars featuring six beautiful Lincolns, all housed in his new building. There was a lot of other stuff to overload your eyes too. Mark laid out

a nice spread that featured some good barbecue and salad, perfect for satisfying the hunger pangs of our most ardent eaters. While working our way through lunch, we were seated at a large oval bar that Mark had obtained from an old restaurant, which contributed greatly to the overall ambiance of this wonderful collection. We spent about two hours admiring his car, truck, and memorabilia collection that is now artfully displayed in its new home.



Two interesting Ford products, including a postwar Continental cabriolet.



Two lovely Lincolns to gaze upon; a 1953 Capri convertible and a 1937 Lincoln Zephyr.



L-R Kathryn Holaday, Joanie Videen, Eileen Foley.

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Hollywood Walk of Fame. In 2000, a Golden Palm Star on the Palm Springs, California, Walk of Stars was dedicated to him

In April 1998, Hackett guest starred in an episode of LateLine called "Buddy Hackett". The episode focused on a news broadcast paying tribute to Hackett following his death, only to discover that the report of his death was a mistake. Robert Reich and Dick Gephardt also appeared in the episode, paying tribute to Hackett.

In his final years, Hackett had a recurring spot called "Tuesdays with Buddy" on The Late Late Show with Craig Kilborn in which he shared stories of his career and delivered some of his comedic routines.

In 1999, he appeared in 13 episodes of Fox's Action TV series as a security guard and chauffeur named Lonnie Dragon. In 2021, Hackett was inducted into the New Jersey Hall of Fame.

Personal life - *On June 12, 1955, Hackett married Sherry Cohen. They lived in Leonia, New Jersey, in the late 1950s. In August 1958, they bought the house previously owned by deceased crime boss Albert Anastasia in Fort Lee, New Jersey. After renovations, they moved in*

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The large oval bar at Platt's is just like a big people magnet.

Perhaps next year, we can make another multi-day trip to the Wisconsin Dells area to visit the collection again and to spend some time at some of the other fine attractions available to visitors.



North Star members cars parked outside of the HD museum.

After breakfast Friday morning, we were up and at them once again, out the door to the Harley-Davidson Museum, which contains more than 450 motorcycles of all ages, from the very first to their most current models. Included is the oldest known HD motorcycle, sporting serial number 1. We were able to see stories of the awesome products, people, history, and the unique culture special to Harley-Davidson and no other cycle manufacturer. There were also many artifacts and other interesting eye candy that really enriched our experience. No doubt about it, this is a very well-done museum.

We had lunch at the Motor Bar and Restaurant, which is part of the museum. We were blessed with a special speaker for our group, Bill Davidson, who is a friend of both

Bill and Kathryn Holaday, and was pleased to do this favor for the Holadays. Bill Davidson is the vice president of the HD Museum and Factory Tours and is the great-grandson of William Davidson, one of the founding four brothers of the company. He even autographed Lynn Sandstrom's HD jacket. Now she is a real biker gal!



L - R: Our host, Bill Davidson with Kathryn and Bill Holaday.



Bill Davidson autographing Lynn Sandstrom's HD jacket. Now she can ride her Harley in style.

We drove to the Wisconsin Automotive Museum on Saturday morning, Wisconsin's largest auto museum. It features an ever-changing display of classic and vintage autos and artifacts, plus the largest assembled group of Hartford-built Kissel luxury automobiles. Kissel automobiles were manufactured in Hartford from 1906 through 1931,

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More Milwaukee Trip...

(Continued from page 12)

and lived there through most of the 1960s. In 2003, Hackett and his wife established the Singita Animal Sanctuary in California's San Fernando Valley. Hackett's son, Sandy, followed his father into the comedy world, and for years opened for his father before his performances. Sandy created a one-man stage show about his father after his death.

He was an avid firearms collector and owned a large collection that he sold off in his later years.

Death - In the early 1990s, Hackett was diagnosed with severe heart disease, but steadfastly refused to consider bypass surgery. His heart disease was the primary cause of his death on June 30, 2003, at his beach house in Malibu, California, at the age of 78. His son, comedian Sandy Hackett, said his father had been suffering from diabetes for several years and suffered a stroke nearly a week before his death, which may have contributed to his demise. Two days later, on July 2, 2003, he was cremated and his ashes were given to family and friends.

From the internet...

(Continued from page 12)

making Kissel the second-longest car manufacturer in Wisconsin. Being a somewhat expensive auto, Kissel probably suffered the same fate as many other companies during the Great Depression, the lack of buyers with the resources to make purchases.



The North Star folks at the Wisconsin Auto Museum ready to start their tour.



Another favorite at the Wisconsin Auto Museum was this very beautiful 1933 Pierce-Arrow. A true luxury automobile in every respect, Pierce-Arrow was ultimately the victim of the economic conditions of the 1930s.

Of the 27,000 produced, fewer than 150 are known to exist today, with 27 currently exhibited at the museum. The Nash Car Club of America has space within the museum dedicated to the Wisconsin-based vehicles and related memorabilia. Nash began in Kenosha, Wisconsin, when purchased by Charles Nash in 1916; the museum has 115 cars on exhibit, including Pontiacs, Studebakers, a Lincoln Mark II, Kaisers, Fords, and other vehicles from around the

world. The collection is rounded out by displays of automotive-related items such as gas pumps, signs, license plates, oil cans, and other petroliana. The museum is home to and showcases the 1913 #1003 Soo Line steam locomotive and other railroad items.



The museum is home to a few little known automobiles, including this 1917 Jeffery. When is the last time you have seen one of these?

The Jeffery company was founded by Charles T. Jeffery and Thomas B. Jeffery and sold under the brand name Rambler between 1902 and 1913. On the death of the founder, Thomas Jeffery, in 1910, his son, Charles took over the business. In 1915, Charles T. Jeffery changed the automotive branding from Rambler to Jeffery to honor the founder, his father, Thomas B. Jeffery. Production continued until 1917, when it was sold to Charles W. Nash, former president of General Motors, and formed the foundation of the Nash Motors Company. Nash Motors went on to become Nash-Kelvinator Corporation, in 1954 merging as American Motors Corporation (AMC), finally bought out by Chrysler in 1987 and became the Jeep-Eagle Division of Chrysler.

We went to the Holy Hill Basilica and National Shrine of Mary at noon Saturday, located on 435 acres of glorious scenery in Southeastern Wisconsin. The shrine is located atop a high ridge in 400 acres of woods. You can climb a 178-step observation tower to view the Milwaukee skyline, about 30 miles to the southeast. At approximately 1,350 feet, it is one of the highest points in

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Town Car vs deVille Sales

It was an interesting time for both Lincoln and Cadillac. Below are sales figures for Town Cars and the Cadillac deVille which competed with Lincoln. Lincoln got off to a slow start, but momentum started to build for this very popular model

Town Car Sales

Year	Units Sold
1981	32,839
1982	35,069
1983	53,381
1984	93,622
1985	119,878
1986	117,771
1987	76,483
1988	201,113
1989	123,669
Total	853,824

Cadillac deVille Sales

Year	Units Sold
1981	138,948
1982	154,229
1983	178,003
1984	195,177
1985	187,664
1986	235,206
1987	146,174
1988	160,291
1989	170,451
Total	1,564,151

In 1985, Cadillac "downsized" the deVille series. Smaller Cadillacs did not have the same cachet as the previous larger models, and in some people's eyes, it was no longer a premium brand.

The Great Milwaukee Trip continued...

(Continued from page 13)

southeastern Wisconsin. Holy Hill is a destination for those looking to enjoy the scenic views and walk the life-sized Stations of the Cross in a serene setting. Holy Hill was declared a Shrine with "Portiuncula privilege" by Pope Leo XIII in 1903. Approximately half a million people from all over the world visit the Basilica and National Shrine of Mary Help of Christians at Holy Hill each year. We ate lunch at the café and shopped at the large gift store open year-round.



The Holy Hill Basilica and National Shrine of Mary is located atop a high ridge with 435 acres of glorious scenery, a pleasant drive from Milwaukee.

We had 24 persons attend all or most of this great road trip; the attendees were Brad and Joanie Videen; Dave and Tammie Heeren; Don and Donna Peterson; Mark and Sue Platt, Mark's sister Peggy Corning and Ralph Corning; Bill and Kathryn Holaday; Matt Foley and his mother Eileen Foley; Jim Harbert and Angi Endicott; Tom Brace; Bob Gavrilesescu; Ray and Jeanine Nelson; Bob and Mary Johnson; Lynn Sandstrom and Amy Gross. Bruce Nichols came over from Madison to attend our Harley-Davidson Museum event. Karl and Sharon Flick had to cancel because Karl spent five days in the hospital but is now home and doing better.

Again, our thanks to Bill and Kathryn Holaday for a great weekend that was well planned and fun for all that attended.



Another view of the Holy Hill Basilica, a very imposing structure.



Holy Hill Basilica and National Shrine of Mary, Help of Christians is a Roman Catholic shrine located in the town of Erin, near Hubertus, Wisconsin. The shrine has approximately 300,000 visitors per year.

North Star LCOC events

For 2022

- June **Annual Bloomington Lincoln Car show, Saturday June 11, 2022 at Bloomington Lincoln,** Bloomington, Minnesota. 10 p.m. to 2 p.m. Free lunch at noon and awards at 2 p.m. For those who say there is no such thing as a free lunch, you are wrong. Bloomington Lincoln will serve up lunch and it will be the best.
- July **Maple Grove Days Car Show, Saturday, July 16,** Breakfast 8 a.m.,
Car show 10 a.m. to 3 p.m.
- August **August 7-14, 2022 The ninth annual Lincoln Homecoming.** Celebrating 100 years of ownership of Lincoln by the Ford Motor Company. The that celebration will take place on the museum grounds, August 11-14 and will be preceded by a gathering in Dearborn, Michigan on August 7-10. The LCOC will be hosting this one Grand National Meet for 2022. For more information, please visit the LCOC website at lcoc.org.

If you have any great ideas for brunch places or other events that we can do, please contact one of the board members. We can always use some help and new ideas from our members.

— Celebrating 100 Years of the Lincoln Motor Car Company —

We are celebrating the 100 year anniversary of the Lincoln Motor Car Company. Since 1922, Lincoln has turned out high-quality luxury automobiles, ranging from the very first Lincoln 1922 Model L to the latest 2022 Lincoln Navigator. Fine quality automobiles, many of which are true icons of fine styling, including the luxurious Model L and Model K's of the 1920s and 1930s. The high styled pre-war Zephyr and Continental models. The postwar Cosmopolitan series, which served the needs of several American presidents, the Kennedy era "slab-sided" four-door convertibles, which were an instant fashion statement. Serious collectors of all ages still desire them for their understated elegance, minimalist styling, luxury, and performance far exceeding anything else in the marketplace.

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

www.northstarlcoc.org Click on publications.

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

The Back Page



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

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

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

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

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



Yes, We Want You to join the
Lincoln *and* Continental Owners Club!

Now Only \$25 for the first year
New Members Only

We are now offering the bargain of the century. A full years membership in the Lincoln *and* Continental Owners Club, which includes six issues of our flagship magazine, Continental Comments, and a full years membership in the North Star Lincoln Club, which includes a monthly newsletter and participation in all Club events; including car shows, picnics, driving tours, brunches and other interesting activities held throughout the year. Here is your opportunity to learn more about Lincolns and meet and enjoy socializing with some truly interesting people of all ages who also have a passion for Lincoln automobiles. Come "Take the road less traveled" with us and join the Lincoln club. Normally, LCOC membership is \$54 per year, and the North Star club is \$20 per year for a total of \$74, but for new members during this celebratory 100 year period, the price has been reduced to a total of \$25. No better bargain exists today.

Joining is easy and takes only a few minutes. There are two ways to do it. Online, go to:

lcoc.cornerstonereg.com/Member/New or call our membership office at 763.420.7829.

Join Today; We want you as a member of the Lincoln *and* Continental Owners Club.