

My Pride and Joy....

Our feature car this month belongs to Leo and Bernice Mann of South St. Paul. It is a black 1982 Continental Givenchy series, and is very well equipped and includes the carriage or touring type roof.

Leo and Bernice admired this particular model when it was introduced in 1982. Leo believes that it is one of the most beautiful contemporary styled Continentals ever made. It was a car that he really wanted to own some day.

The chance came in the spring of 1993, when this car appeared on a local car lot. Terms were agreed to quickly,

money changed hands, and Leo and Bernice went home with their prize.

It had a few miles on it at that time. And it did need a few things to bring it to like new condition. The engine was replaced with a long block about 50,000 miles ago and it runs good with 169,000 miles. As most of us know, most Lincolns were assembled with the best of components and high mileages are more the rule than the exception.

The exterior is black with a red velour interior. While often referred to as a five passenger model, maximum com-

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Leo and Bernice Mann's 1982 Continental

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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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

My Pride and Joy Continued...

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fort is best with four passengers. Power comes from the tried and true 302 cubic engine that was found throughout the company. In subsequent years models were offered with a 3.8 (231 inch) liter V6, which is reported to resemble the 3.8 Liter engine which was popular in Buicks of that era. Lincoln also offered a six cylinder (inline) diesel engine, purchased from BMW Steyr. These alternative powerplants were offered in the 1984 model year. The diesel was turbo-charged, but only displaced 2.4 liters, and Lincoln buyers were not ready for that level of performance. Quality Lincoln in Bloomington had a diesel that languished on their lot for about nine months waiting for a buyer.

V8's still ruled in the buyers mind and most cars sold and delivered were the venerable 302 cubic inch V8. This was a good motor and performance could easily be increased through a minimum of



Showing the knife edge styling of the '80's.

effort. High output versions found their way into the fast Mustangs and Mark VII's through 1992. A

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Trivia from the Internet.

Jack Mullin (1913-99) Recalls the American Development of the Tape Recorder

In 1944 -- like thousands of other GIs just before D Day -- I was in England. Because of my background in electronics, I was assigned to the Signal Corps, troubleshooting a problem the Army was having with radio receivers that were picking up severe interference from the radar installations that blanketed Britain.



Bing Crosby with Jack Mullins developed the first practical tape recording equipment in the USA.

I became so intrigued with what I was doing that I would work until two or three in the morning. I wanted music while I worked. The BBC broadcasts filled the bill until midnight, when they left the air. Then, fishing around the dial in search of further entertainment, I soon discovered that the German stations apparently were on the air twenty-four

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Editors Message March 2006

Greetings everyone. Spring is another month closer. We only have about 4 more weeks to go before we can take our cars out with reasonable assurance that we won't get pelted by snow. St. Patrick's day is coming up and even if you are not Irish, you can still celebrate. Our beloved Faithie was born on St. Patrick's day, however no green beer for her.



Faithie getting ready to celebrate St. Patrick's Day in style.

We have a brunch this month, over at Billy's Lighthouse out on Long Lake. I have been there several times and both the food and service are good. We will see you there. Please check out the map which comes with the newsletter.

We still have a few members that have not renewed. A membership blank and return envelope is enclosed with the newsletter for those who have not yet paid.

We continue to look for information for our newsletter. If you have a idea for a

article, please let us know. If you have added another Lincoln to your collection, please let us know about that too.

We had a nice visit the other day with Leo Mann and had the opportunity to ride in his 82 Continental. He purchased it used, about 13 years ago and truly loves most everything about the car. These were unique cars and offered some great features at the time. These and other Lincolns of the 70's and 80's are what I consider affordable collectables. These are cars which can be purchased for reasonable amounts in fairly good condition and do make good tour cars. This model is getting to be much scarcer, as many of the original owners loved them so much, they drove them till they died.

The new Lincoln MKZ, which was previously called the Zephyr, is in the process of being updated. A more powerful engine, displacing 3.5 liters will be installed, and should greatly improve performance. The grill will also be changed and will feature the more traditional Lincoln waterfall type design. While the Zephyr is selling well, these and other "under the skin" enhancements should make a good car even better. As I have pointed out in prior columns, I believe that Lincoln is on the right track with their new models and should be able to capture a larger share of the quality car market segment.

Again, remember to send in your dues if you have not done so. Also, don't forget the events coming up for March and April. We will look forward to seeing you in the months ahead.

Till next month, David, Marion and Faithie, the dog...

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hours a day. They broadcast symphony concerts in the middle of the night -- music that was very well played, and obviously by very large orchestras.

I had some experience with broadcast music and knew what "canned" music sounded like. The American networks wouldn't permit the use of recordings in the early 1940s, because they claimed the quality was inferior. You could always spot the surface noise and the relatively short playing time of commercial 78-rpm discs.

Even transcriptions had some needle scratch and a limited frequency response. There was none of this in the music coming from Germany. The frequency response was comparable to that of a live broadcast, and a selection might continue for a quarter of an hour or more without interruption.

In Germany at that stage, of course, Hitler could have anything he wanted. If he wanted a full symphony orchestra to play all night long, he could get it. Still, it didn't seem very likely that even a madman would insist on live concerts night after night. There had to be another answer, and I was curious to know what it was.

In July 1945 a Lt. Spickelmeyer and I were sent to Germany to look into reports that the Germans had been experimenting with high-frequency energy as a

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February Board Meeting....

February 9, 2006

Regional Director Bob Johnson called the meeting to order at 7:15 at Culver's Restaurant on Interstate 94 and Ruth Street, just west of the Sun Ray Shopping Center. Eight determined souls braved the snowbound freeways to attend the meeting. The meeting place was changed to a restaurant to entice more club members to attend the meeting. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Roth and Roger Wothe. Other club members present were Faye Oberg, Barb Wothe and Ray Nelson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported on the National Winter Board Meeting. Highlights of the meeting will be found in the newsletter. Bob was elected Vice President Regions replacing Nubs Schactner who was elected President. The North Star Region will host the 2008 Mid America Meet in June or July 2008. The date and location will be determined later. Bob will research new door prizes for our shows.

Treasurer Harvey Oberg reported the treasury balance to be \$2,349.73 with all bills paid.

Membership and Publications Director Dave Gustafson reported that seventy-six members had renewed so far and he expects many more renewals soon.

Activities: Saturday, February 18th, there will be a potluck and auction with the

Upper Midwest Classic Car club at Dick Pellow's garage beginning at 5:00 PM. Please RSVP to Dennis Brue at 507-373-3221 and let him know what you are bringing to share. Bring along auction items. The next brunch will be Sunday, March 26th at Billy's Light-house on U.S. Highway 12 between Wayzata and Long Lake. We will have a private area if we have more than thirty-two people attending. We can not occupy the room until noon, but come early to do some tire kicking if the weather is nice. Please RSVP to Barb Wothe at 952-473-3038 by the Thursday before. The Wothe's tried the brunch there last Sunday and reported the fare to be very good. Especially the price at \$13.95. The following brunch will be Sunday, April 30th at the Paradise Inn, Balsam Lake WI at 11:30 AM. A caravan meeting place will be determined before hand. Please let Bob Johnson know if you are interested in participating on a Lincoln Club night on Kellogg Boulevard this summer.

There being no further business, the meeting was adjourned at 8:30 PM. The next meeting will be Thursday, March 9th at 7:00 PM at Culver's Restaurant (see address above). All club members are invited to come early and join the Board for a bite to eat and some conversation before the meeting begins. This is your chance to provide your ideas for club activities. The meeting usually lasts only about one hour and we have a private room in the back.

Respectfully submitted by Secretary Roger Wothe

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means to jam airplane engines in flight. Our mission was to investigate a tower atop a mountain north of Frankfurt. There, in an enormous basement room, were two gigantic diesel engines and generators, apparently designed to pump out high-frequency energy to resonate the ignition systems of enemy planes. Nothing ever came of it.

While we were poking around I met a British army officer who was there on the same mission. The subject of music and recording came up, and he asked if I had heard the machine they had at Radio Frankfurt. When he told me it was a Magnetophon -- the term that Germans used for all tape machines. He raved about the musical quality of this recorder and urged me to listen to it.

On the way back to my unit, we came to the proverbial fork in the road. I could turn right and drive straight back to Paris or turn left to Frankfurt. I chose to turn left. It was the greatest decision of my life. The radio station actually was in Bad Nauheim, a health resort forty-five miles north of Frankfurt. The station had been moved into a castle there to escape the bombing of Frankfurt, and it was then being operated by the Armed Forces Radio Service. In response to my request for a demonstration of their Magnetophon the sergeant spoke in German to an assistant, who clicked his heels and ran off for a

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Directors Message

by Bob Johnson

March 2006

Our four daughters scheduled a trip to Wisconsin Dells on Presidents Day weekend so we were not able to attend the Pot Luck/Auction with the CCCA, on Saturday February 18th, at Dick Pel-low's car collection. It looks like winter has arrived here in the Midwest. Think Spring, only one month till we can get the Lincoln's out.

Our March activity will be a Sunday Brunch, March 26th, 12:00 Noon, at Billy's Lighthouse on Hwy 12 between Wayzata and Long Lake. We will have a private area if we have more than 32 people attend. Please RSVP to Barb Wothe, 952-473-3038 by the Thursday March 23rd. The Wothe's tried the brunch in February and reported the fare was very good, especially the price at \$13.95. This should be the time to get those Lincolns out of hibernation and drive to Billy's Lighthouse. If the weather permits come early and kick some tires and see your old friends and meet some of our new members.

Please send in your Membership renewal if you have not done so yet, Dave needs your help to get this task completed so we can print our annual Region directory. We have many new members that have joined in the last year that will not be listed until the new directory is done.

We held our first North Star Region Board meeting at Culvers by Sun Ray Shopping Center on February 9th. Eight Brave soles attended meeting in spite of snowbound freeways and slow traffic. Ray Nelson drove down from Princeton, and that was faster than Roger Wothe and Bob Roth's trip from the west side to the Twin Cities, it took them over two hours. Culver's has a private room for

our use, good food and a good atmosphere to enjoy friends and hold our monthly meeting. Please try and attend, we look forward to your input and fellowship.

Put Saturday, August 19th and Sunday, August 20th on your calendar for a caravan and over night trip. Dick and Bev Koop, have invited us to view his Orphan Car Collection and picnic in Verona, (Madison) Wisconsin, on Saturday, August 19th. Koop's will have a cookout, Brats, beans, potato salad and the other usual goodies, plans are to eat about 1:30 PM. Dick has made arrangements to also view Ron Dewoskin's car collection. After that we will then go to our motel, for every one to check in. Koop's will make dinner reservations for 6:00 PM, at Quivy's Grove which is next door to motel. Jack and Marilyn Fletcher have invited us to caravan to Poplar Grove, Illinois, on Sunday, August 20th to attend the Lake Shore Regions Annual Picnic, held at Fletchers home, and a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum, The Saturday trip from the East side of the twin cities to Koop's will take less than 4 hours, but we will allow time for gas and rest stops. The Sunday trip will take about 90 minutes to Fletchers. The return trip details are still being figured out. Koop's have reserved rooms for us at Country Inn and Suites, 6275 Nesbitt Road, Madison WI, phone number 608-270-1900. Room rate is \$72.00 plus tax. When you call mention that you are with the Lincoln and Continental Owners Club to get the reduced rate. *This is one event that will be the*

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roll of tape. When he put the tape on the machine, I really flipped; I couldn't tell from the sound whether it was live or playback. There simply was no background noise.

The Magnetophon had been used at Radio Frankfurt and at other radio stations in occupied Germany by the time I stumbled onto it, but there was no official word that such a thing existed. The people who were using it to prepare radio programs apparently were unaware of its significance. For me, it was the answer to my question about where all of that beautiful night-music had come from. Lt. Spickelmeyer and I went to work photographing all the manuals and schematics. I saw to it that the Signal Corps got two Magnetophons. When we came upon more, I kept two for myself. During my last few months in the Army, I took these machines apart and sent them home to San Francisco in pieces. Regulations specified that a war souvenir had to fit inside a mail-bag in Paris or it couldn't be sent. I made little wooden boxes for the motors, shipping each one separately. In all, it came to thirty-five separate items. Any one of those boxes could have been lost or damaged, but all of them arrived safely.

Reassembly, early in 1946, must have taken me three or four months, including the assembly of the electronics, which I wired anew with American parts. Once I got the units together, I started showing them to audio professionals. The chairman of what was then the Institute of Radio Engineers (now the Institute of Electrical and Electronics Engineers) heard about them and asked me to

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Directors Message...

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highlight of the summer, make plans to attend. Dick and Bev Koop have also invited the Lake Shore Region to attend their picnic.

We always need "Our Pride and Joy" articles about your Lincoln. This winter is a great time to write that article about your car that you keep putting off during the summer because you were too busy. Please share your story about your car with all of our members, we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson, he can only do the newsletter with material that you send him, so get busy.

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

Pride and Joy Continued..

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number of our club members have LSC's of that vintage and report good economy and great performance.

Styling was a bit controversial at the time. This was a period of retro-looking cars. Cadillac offered the Seville, the second generation, which came on the scene in 1980. It had the "Hooper" look, which can be tied back to the custom builder (Hooper) which designed the custom bodied Rolls Royce Phantoms of the fifties and sixties. Your editor had an 83 Seville, and from personal experience, it was not as good a car as the Continental. Another contender

Pride and Joy Continued..

during this period was the Imperial, a top of the line coupe offered by Chrysler, through a limited number of dealers. Introduced in 1981, it also featured very distinctive knife edge styling. It was poorly accepted by the buyers, and in the final year, 1983, sold less than 10,000 units.

During the period 1982 through the end of the model run in 1987, the Continental continued to evolve with changes and updates to improve the performance and driveability. It was replaced in 1988 with a Taurus based design. Powered by the 3.8 liter V6, it was under-powered and suffered with electrical, mechanical and air suspension problems.



Leo with his Pride and Joy

Leo is happy with his Continental. It represents good value for the money and these very fine cars are affordable for the entry level collectors. Parts and service are readily available and these vehicles are great tour cars, capable of covering long distances with maximum comfort. Our thanks to Leo for sharing information about his car with us.

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give a demonstration at the May 1946 IRE meeting in San Francisco.

With Bill Palmer, my business partner in those days, I had recorded some music at NBC and at station KFRC in San Francisco. The station had a pipe organ, which was particularly effective for showing off the Magnetophons.

In the audience for the first San Francisco demonstration was Harold Lindsay, who, a few months later, was retained by Ampex. That company had been making aircraft motors during the war but was now looking for a new product, preferably in professional sound. The tape recorder seemed to be a natural. In June 1947, before Ampex really got involved, I was invited to give another demonstration – this time for Bing Crosby. He had been with NBC until 1946, doing the Kraft Music Hall live. He was a very casual person, and he resented the regimentation imposed by live broadcasts. Some weeks he wasn't in the mood and hated doing a broadcast. At other times he was ready to do two or three at a crack. He didn't like having to keep an eye on the clock and being directed to speed things up or draw them out. The obvious solution was to record the shows. But NBC had told Crosby flatly that it wouldn't air a recorded show on the network: It never had, and it wasn't about to start. So Crosby took a year off, and when he returned it was with Philco on the new ABC network. ABC and Philco had agreed to let him record. But because the process involved recording and re-recording on transcription discs, quality did suffer – at times to the point where the sponsor threatened to cancel the show

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February CCCA Potluck

Saturday, February 18th, was one of the coldest days this year, but it didn't put a damper on all of the fun we had at the annual CCCA potluck, held once again at Dick Pellow's in St. Paul.

While attendance was somewhat diminished over past years, due perhaps to the cold weather that began the day before, we still had about 50 to 60 members on hand from both clubs.

As usual, there was a good measure of both hospitality and food, with no one going home hungry.



Undergoing total restoration is an early two-seater runabout. It will be a great car when completed.

Our host, Dick Pellow, has been an avid car collector for many years. He has some of everything in his garage. Cars from the brass era, 20's, 30's, 40's and up to some from the 70's. He has a couple of Studebakers that appear ready to go and a very nice large late 20's Lincoln that once belonged to the Bremer (banking) family. Dick knows his cars very well, and can recite all of the facts of the various makes and models that he owns.

And of course, what would the evening be without the auction. Items

are brought to be auctioned after dinner. While most of the items are auto related, an occasional "white elephant" creeps in. The proceeds go to the club treasuries and help defray expenses for activities



Late 20's - early 30's Studebaker in very nice condition.

throughout the year. Books seemed to be the bargain this year. Some looked to be a terrific buy for those building a classic car library.

Ray Kroll started the auction going, and eventually turned his gavel over to Tom Brace who wound up the



Tom Brace taking a turn with the auction.

evening. Our thanks to Dick Pellow and the CCCA for making this yearly event possible. We all look forward to repeating the experience next year.

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because, during that first year at ABC, the audience rating was falling off. Philco blamed the poor audio. Crosby's voice didn't always sound very good after two or three transfers. Bill Palmer and I had been using tape for soundtrack work (he already had a going business in the film industry before we joined forces), where magnetic recordings were far better in quality and more easily edited than the optical tracks that were standard for films at that time. We were introduced to Murdo McKenzie, the technical producer of the Crosby show, through our Hollywood contacts. And after our demonstration we were invited back to record the first show of the 1947-48 season. Crosby's people didn't say, "You have the job." They only wanted to see how tape would compete with the disc system they had been using.

When I taped that first broadcast, they asked me to stay right there after the show and edit the tape, to see if I could make a program out of it. I did, and they seemed to like what they heard.

Once the Crosby people bought the idea, they had to find a place for me to work. The American Broadcasting Company had been the Blue Network of NBC until, a short time before this, the government ordered NBC to sell it. NBC and ABC were still in the same building at Sunset and Vine in Hollywood.

Crosby's taping schedule was determined by two factors: when he was available, and when Bill Morrow, the writer, could come up with the material. Sometimes we went right up to the wire. At other times we would be two months in advance. We might do three

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Click and Clack on the 2001 Town Car

While cruising the internet, we came across this review of the 2001 Lincoln Town Car (Cartier version) which was written by Tom and Ray Magliozzi, also known as "Click and Clack, the Tappet Brothers, and heard on Public Radio. We thought that you would enjoy their viewpoint on one of our favorite cars.



2001 Town Car, Cartier Edition

It's tempting to call the Lincoln Town Car a dinosaur, a relic from the days when all serious automobiles had body-on-frame construction, V8 engines, rear-wheel drive, acres of sheet metal, and more interior furnishings than a Pullman coach.

But what it really is is a time machine: Slide behind the wheel...and it's 1972 all over again.

Lincoln has made few changes to the Town Car since its 1999 redesign. The Town Car we tested is the new Cartier edition, which, with a cars.com target price of \$40,885, allows you to flaunt your good taste with such to-die-for luxuries as monogrammed floor mats, "Cartier Chrome aluminum wheels," and heated front seats

with no fewer than five temperature settings. That not enough for you? The Cartier edition also includes a "gold package," which gets you, among other things, a garish -- oops, we meant to say "elegant" -- gold clock in the middle of the dashboard.

This is not a car that anyone on our staff (ages 21 to 63) would consider buying. But Lincoln keeps selling Town Cars because a certain clientele keeps buying them, mostly older folks and airport transportation professionals. And if they love them, who are we to disagree?

We don't want to say that the Town Car is enormous, but our chief Web lackey, Doug Mayer, swore he saw Kate Winslet and Leo DiCaprio smooching on the prow one day.

If you think the Town Car looks big, just try piloting it down a city street without scraping its bulbous fenders. Maneuvering it into and out of parking spaces without the aid of at least one tugboat can be a traumatizing experience. It's fully a half-foot longer than its chief rival, the Cadillac DeVille. Not that they're often compared, but we couldn't resist noting that the Town Car is a full yard longer than a Honda Civic.

This may not be a problem if you live in spacious suburbia, but if you live where you have to park

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shows in a row -- one a day particularly if we were in San Francisco, where Crosby liked to work because of the audiences.

I had two recorders and fifty rolls of tape to work with -- just what I had sent home from Paris. With those fifty rolls I was able to do twenty-six Crosby shows-splicing, erasing, and recording over the splices.

There were no textbooks on tape editing in 1947, so I had to develop my own techniques.

There was no such thing as actual splicing tape, as we have it now. I began with a cement very similar to that used in film editing. The problem with it was that you could hear the splice -- a sort of thump -- if there wasn't complete silence where it occurred. I then switched to ordinary Scotch mending tape, along with a pair of scissors and a can of talcum powder. Mending tape was fine for the first day or so, but before long the adhesive would begin to bleed, sticking one turn of tape to the next. Then the tape would break, and we would have a real mess. Before I used a roll, I always went through it and rubbed powder on the back of every one of those splices. That would get me by for a while, but soon they would be sticky again. When the show was finally assembled on tape, it had to be transferred to disc because nobody -- including me -- had confidence that this newfangled thing could be relied on to feed the full network. When someone asked me what would happen if the tape were to break, I didn't have an answer. Since each roll ran for twenty-two minutes, a half-hour show took two rolls and required the use

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2001 Town Car continued.....

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right next to other cars or buildings, heed our words of caution.

Once you're in the Town Car's element, however -- the Bonneville Salt Flats, say, or that nice, flat, 200-mile stretch of Interstate 94 through North Dakota -- things start to improve. The Town Car has one of the gentlest rides ever wasted on our miserable derrieres. It's just the relaxing cocoon one needs after an exhausting day of playing shuffleboard.

The Town Car doesn't even handle all that badly, in our humble opinion. You can't call the handling tight, but then this isn't exactly a sports car, is it now? It's a luxury car. And as a luxury car, it handles better than the Town Cars of old, by a lot.

One of the hallmarks of the Town Car has always been power -- but no longer. The power is barely adequate. The Cartier edition has a 235-horsepower V8, 15 horsepower more than the run-of-the-mill Town Car. (Something to remember if you ever find yourself at a stoplight, itching to drag-race the Town Car next to you.) Traction control is standard.

The Town Car provides better-than-average protection for the driver and passenger in a head-on crash, according to the NHTSA.

The interior is what the Town Car is all about. It has more legroom than some apartments we've called

home. For another \$4,000, you can get the L edition, which features a long wheelbase that increases rear legroom by six inches -- just the thing if members of your car pool have nicknames like "His Airness" or "Magic."

The Town Car has a trunk so large it can hold several uncooperative witnesses.

Naturally, the Cartier edition comes with every bell and whistle known to man. Did we mention the eight-way power seat? The adjustable brake and accelerator pedals? The leather seats? The black bird's-eye maple wood trim? The seat-back map pockets with umbrella holder? The three-ton Austrian crystal chandelier in the grand ballroom? (No, wait...that was the Titanic. Never mind.)



Town Car's Rich Leather Interior

Among the standard safety features are antilock brakes and side-impact air bags.

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of both machines. I would have no backup if the machine that was on the air failed. We continued to record all of the material from the afternoon rehearsals. Crosby didn't always know his songs very well, and he might start one and blow it. John Scott Trotter, the music director, would play the tune on the piano. When Bing got it, we would record two or three takes. In the evening, Crosby did the whole show before an audience. If he muffed a song then, the audience loved it -- thought it was very funny -- but we would have to take out the show version and put in one of the rehearsal takes. Sometimes, if Crosby was having fun with a song and not really working at it, we had to make it up out of two or three parts. This ad-lib way of working is commonplace in recording studios today, but it was all new to us.

The BASF tape I was using had the iron particles imbedded in the plastic instead of coated onto it, and since the tapes were not of a consistent thickness the sound quality and volume would change from one roll to another. The thicker the tape, the louder the low frequencies. So, having put together a show with various rolls, it was necessary for me to take them apart again afterward and sort the pieces by thickness. I didn't dare throw away an inch of that German tape, because I didn't know where I could get any more.

The first two Ampexes (modeled on the Magneto-phon) finally appeared in April 1948 and were followed immediately by twelve more for ABC. The ABC order had, in fact, made possible the final financing of the first two-

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The 1982-83 Continental, A future Collectable?



An affordable collectable, with style and drivability.

Pros

Very Comfortable, safe, powerful and pretty.

Cons

Fuel economy comparable to a Hummer. Hard to find replacement parts.

The Bottom Line

If you see one, buy it, restore it, and drive it before someone else does! These rare cars are very special to own.

Full Review The 1982-1983 Lincoln Continentals were the first Lincolns to use the 'Fox' body structure. The 'Fox' body, which the 1980s Ford Mustangs also used, gives the Continental superior handling and ride, while reducing some weight and strengthens the body.

Inside the 1982-1983 (1984-1987 is very similar); you will find all gages to be digital and EL backlit. These gages are big and bright. To the left of the digital cluster, you will find the Electronic Message Center, which provides you with information such as current miles/gallon, average

miles/gallon, average speed, distance to empty (which warns you when you have 25, 20 and 5 miles left before empty). With the self test command, you can test the electric and engine control systems by changing the conditions and watching the values of various monitor points change. Also, with the touch of a switch, all measurements, including Message Center functions. Of course, everything, including automatic door locks, which locks automatically when the vehicle is traveling at over 15 miles/hour and the driver's seat has a load of 40+ pounds (to prevent a child from not being able to get out if the car moves accidentally), is power operated. Power controlled and electronically defrosted mirrors, 8-way driver and passenger seats and automatic headlamps are standard.

The Continental is powered by a 5.0 Liter Overhead Valve (OHV) V-8. It is partially computer controlled, including the electronic feedback carburetor, which is similar to Central Fuel Injection (used on 1984 and later models). An alternative

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Ampex Model 200, serial numbers 1 and 2, which were presented to me. They went into service on the twenty-seventh Crosby show of 1947-48. Still, ABC insisted on broadcasting from discs until its technical people were sure of their backup capacity and of the reliability of tape. But we retired my Magnetophons, which were getting pretty tired by that time.

As we became more familiar with tape, and as blank tape became available from 3M and others, we found that we could do all sorts of things that weren't possible on disc. One time Bob Burns, the hill-billy comic, was on the show, and he threw in a few of his folksy farm stories, which of course were not in Bill Morrow's script. Today they wouldn't seem very off-color, but things were different on radio then. They got enormous laughs, which just went on and on. We couldn't use the jokes, but Bill asked us to save the laughs. A couple of weeks later he had a show that wasn't very funny, and he insisted that we put in the salvaged laughs. Thus the laugh-track was born. It brought letters, because those big guffaws sounded ridiculous after the corny jokes.

We considered the ability to splice in laughs a technical achievement. We had to trim carefully so that, where we went into or came out of a laugh, the levels would be the same as those on the laugh we were replacing. It was pretty tricky; we had no way of fading in or out.

About two years later, Chesterfields had replaced Philco as sponsor of Crosby's show. One night Bing had a cold. While doing a commercial with announcer Ken Carpen-

(Continued on page 12)

Model T birthplace now a Historic Landmark



The former Ford Motor Co. Piquette Plant, a three-story brick factory that was the birthplace of auto industry pioneer Henry Ford's Model T, was designated a National Historic Landmark on Tuesday.

The plant, where the first Model Ts were produced and the company's home from 1904 to 1910, was among a dozen sites to receive the designation by Interior Secretary Gale Norton.

Norton said in a statement that the "national treasures are exceptional places that shed light on our history and help explain our past." Fewer than 2,500 sites have received the distinction. The designation was welcome news for Jerald Mitchell, founder and CEO of Model T Automotive Heritage Complex, known as T-Plex, which purchased and took over the plant in 2000.

"It's a confirmation of the historic importance of the building -- probably the most important building in the automotive industry," said Mitchell, who is a retired anatomy professor and lives in a 1908 Detroit home once occupied by Henry and Clara Ford.

"That area is the cradle of the automotive industry," he said. "It's already in a city historic district, a state historic site, and on the National Register of Historic Places. The landmark status is the most exclusive."

The aim of the organization is to preserve the plant and utilize it as a museum. The former plant is open for public tours on the first and third Saturdays of each month from about 8 a.m. to 3 p.m.

The 66,000-square-foot plant was built in 1904. It housed Ford's business offices and manufacturing operations, and the Model T was planned and designed in a walled-off corner of the third floor.

About 12,000 Model Ts were built there between 1908 and 1910, when production was shifted to a larger complex in Highland Park.

Perhaps the most famous vehicle ever produced, the "Tin Lizzie" became the symbol of low-cost, reliable transportation. Before production ended in 1927, Ford sold more than 15 million Model Ts.

After Ford moved from the Piquette Plant, the building passed through several owners, including carmaker Studebaker, which used the building in auto production until the 1920s. Much of it was later used for storage space. Dale McDermott of Roseville is a trustee of the Model T Automotive Heritage Complex.

"We're just trying to restore it back to its originality, and there's a lot of work to do," McDermott said. "We have a grant from the state of Michigan to restore the whole front of the building." McDermott stores a 1914 Model T and two Model As, 1928 and 1931, at the plant along with cars from other members of the nonprofit organization.

This past summer, when fire hit a neighboring structure, McDermott and other members were down at the plant stomping out embers on the roof.

(Continued from page 11)

ter, Bing said, "If you like smoking (cough)" and blew it right there. The audience laughed. As soon as the show was over, the ad-agency men were in my control room. In the end, we had to re-record the commercial.

Then there was the time that Crosby was ad-libbing with Bob Hope. Hope loved to take the script that Morrow had written and throw it out into the audience, saying, "Let's go on from here without a script." Crosby didn't like that very much, but they would make a good show of it. On this particular occasion, Hope said, "It's a lucky thing for you that" Before the show was over the people from Chesterfields were in demanding, "What can you do about it?" I didn't know what they were talking about. "That reference to *Lucky Strike*" they explained. We had to replay the tape, find the offending word, and assure the sponsors that it could be removed. Much of what we did -- things like making up a song out of several takes, "inventing" canned laughter, tight editing to take out offending material -- has become commonplace. But I had to learn for myself. It was part of a process of discovery -- sometimes serendipitous -- that began at that fork in the road outside Frankfurt. Sometimes I wonder what would have happened had I turned toward Paris. Perhaps, for the tape recorder, the story would have had much the same outcome; for me it would have been quite different.

Note: Some of Jack Mullins early recording equipment may be seen at the Pavak Broadcasting Museum in St. Louis Park, Mn.

From the Internet...

Future Collectable continued....

(Continued from page 10)

engine is the 3.8 Liter aluminum V-8, which is the engine used by 1988-1994 Continentals.

The 1982 Lincoln Continental was the first North American passenger car to use gas shock absorbers instead of hydraulic. The suspension automatically adjusts the body height according to load and speed.

Other little conveniences in the Continental are lights that light the key-hole when you pull the door handle, run flat self sealing Michelin touring tires, fenders that pop away from harm in a minor accident and high beams that turn to low when oncoming traffic is detected.

The 1982 and 1983 Continentals weren't only very technically advanced at the time (computers such as the IBM PC 5150 and IBM PC-XT 5160 ran with a 4.77MHz 8088, and they can easily handle the computer all of the Continental's data functions), but stylish. The front of the car has the waterfall (almost Rolls-Royce like) grills the older Lincolns had, but has a very elegantly molded tire motif on the trunk, which was one of the best designed in the history of Lincolns and 'Continental Kits'. The Continental looks like no other car; it almost looks fast while standing because of the bustle-back trunk. All bumpers, trim pieces, mirrors and wheel wells are chromed or trimmed with chrome. To finish it, the Continentals had a round (blue on 1982 Signature, but rectangular and brown on the Givenchy) with a golden Lincoln star in the middle, surrounded by 13

golden stars. (golden, as in the color gold, don't want anyone taking pieces off these rare cars...). Under the emblems were the trim designations, including Signature, Valentino, Givenchy and Pucci.

If you like Lincolns and old cars, get a 1982/1983 Continental from local ads, or rescue one from the junkyard, where a car like that shouldn't be.

Recommended

Yes

Condition: Used

Model Year: 1982

Model and Options: Continental Signature Series

IMPORTANT NOTICE

OUR **MARCH 9th** BOARD MEETING WILL BE HELD AT CULVERS
I-94 AND RUTH STREET
WEST END OF
SUN RAY SHOPPING CENTER
EAST SIDE OF ST. PAUL
MEET AT 6:00 FOR DINNER,
WITH THE MEETING TO FOLLOW AT 7:00PM

East on I-94 to Ruth Street, turn left, cross over freeway. Right on frontage road.

West on I-94, exit at McKnight. Continue on frontage past Sun Ray Center.

Food tends to bring club members out. Lets see if we can improve on our monthly board meetings by meeting at a food place.

More about the 2001 Town Car...

(Continued from page 9)

The one ergonomic feature we didn't like was the distance from the driver's seat to the controls on the center console. Granted, the most often used controls were duplicated on the steering wheel, but it's a long way to reach from the driver's seat if you want to adjust the radio or temperature controls. And, given that a lot of people who own these cars are, shall we say, "getting on in years," you'd think Lincoln would make this stuff easier to reach.



2001 Town Car Dash

What can we say about the styling of the Town Car? It's distinctive looking. Lincoln has updated the Town Car from the "box" styling of a few years ago. The new look is still a box, but with rounded edges. We find it neither attractive nor unattractive. It's a Town Car.

The engine and drivetrain in the Town Car are phenomenal. We'd give the Town Car above-average marks for reliability. After all, Lincoln has been making essentially the same car for about 107 years. It's time tested.

As progress-challenged as the Town Car is, there are some things it does pretty well. If a comfortable ride is all you care about; you live in an area with many straight, flat roads (Florida and Arizona come to mind); and you have a circular driveway, this vehicle may in fact be just what you're looking for. Just remember to let the valet do the parking and

you're in business.

The Town Car does not have a lot of competition in its niche. There's the Cadillac DeVille/DTS, but that's more expensive. There's the Buick Park Avenue, but it's not as big. There's the Ford Crown Vic/Mercury Grand Marquis, with which the Town Car shares its platform, if you want to go cheaper. But there's not much out there that's big and squishy anymore. No one considering a Town Car would ever consider a BMW or Audi. We have to give Lincoln credit for knowing their market -- or maybe they've secretly isolated the "Town Car gene" and know that at a certain metabolic age we'll all start yearning for a Town Car.

How much longer the Town Car continues to be



Good looking from any view

made depends on two things: its target market remembering to take their cholesterol medication, and its continuing favor in the hotel-airport shuttle trade, where its passenger capacity and mechanical simplicity make it the vehicle of choice. So if you think this is the car for you, we'd suggest you go out and buy one now -- before they cease to roam the earth.

Editors Note: The 2001 Town Car represents a good value in the used car market. Many fine examples are available in the \$11,000 to \$15,000 range. Why not drive in style and comfort.

LCOC Eastern National Meet

LCOC Eastern National Meet and the Lincoln Experience, June 2-4, 2006

This is going to be a great event, if possible try to attend. The CCCA/Gilmore Museum is located in Hickory Corners, Michigan on 15 acres with 7 barns loaded with antique cars of all makes.



Photograph your Lincoln by this old tyme Shell Station on the Gilmore grounds.

Our hotel is in Kalamazoo MI, make your reservations now. Call the Kalamazoo Center, Radisson Plaza, 1-269-343-3333, and specify Classic Car Club Museum Rooms. The room Rate is \$99.00 per night, rooms will be held till April 15, 2006.

You must register with both the CCCA and the LCOC. You should receive a invitation from the CCCA by March 5th. If you do not receive an invitation please contact Katie Robbins, Registrar, PO Box 2213, Dearborn, MI 48123. To register with LCOC, contact Joanne Lower, email jjlower@usmo.com (primary) or Cell 314-409-4892, for meet packets.

REGISTRATIONS must be received by the 15th of April 2006. For additional information, please consult the latest issue of the Lincoln and Continental Comments magazine.

Great Automotive Buys...

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.



For Sale... 1954 Capri, 2 door hardtop, with power windows, steering, brakes. Many new parts included. Car runs, but needs much tender loving care. This represents a great value for a club member with talent and a desire to make a great car look good once again. Fairly offered at \$1,975. Call today and lets talk.

Gene Kauffmann, 330 Thurman St., Wells, Mn 56097. 507-553-3382.

Parting Out

1952 Lincoln Capri
Four Door Sedan

Call Gary Ofstedahl at 507-433-7649
For your needs

Great Cars For Sale..... Other Stuff too....

Ron Fenelon, club member, Alexandria, MN, needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. \$7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,500.

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500 Both Factory Interiors Available...

1979 Mark V Collector Series Factory Kasman Blue Velour Interior Components. Both bucket seats, Seat adjusters available, both rear seat cushions. Padded leather console, padded leather dash cover, both dash face plates. In above average to good condition. Make me an offer (not ridiculously low!)

Call Ron Fenelon at 320-763-4197 or email rlf8536@rea-alp.com for more details on these Lincolns

This will be your last issue if you have not renewed your Northstar membership. Don't miss out on the fun. ***Mail in your dues today.***

150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Please call Gordy Jensen at 952-851-2721

STORAGE

AVAILABLE

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact
Gary Rosenwinkle

520-219-1550

Preview of Coming Attractions

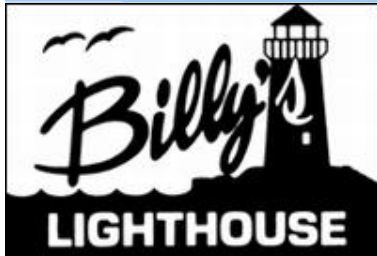
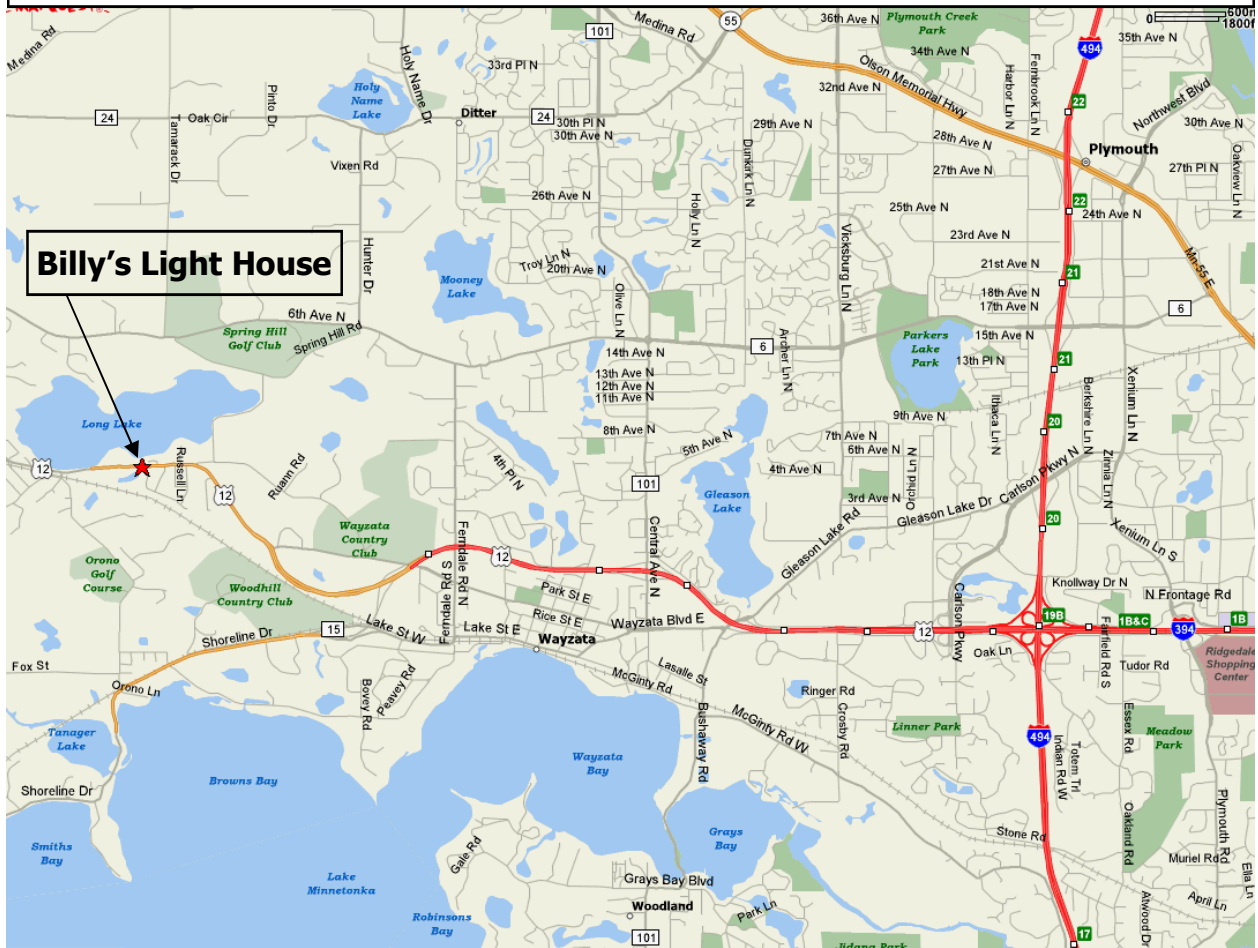
The following include scheduled club events

- March Sunday Brunch. March 26th, 12:00 Noon, at Billy's Lighthouse on Hwy 12 between Wayzata and Long Lake.
- April Sunday Brunch, Paradise Inn, Balsam Lake, Wis, April 30th 11:30 AM
Caravan meeting place to be determined.
April 9th, Onalaska, WI 30th Annual Swap Meet and Car Corral at Omni Center
LCOC Western National Meet, Scottsdale, Arizona, April 20th - 24th
- May Saturday May 20th, 10AM to 3PM
7th Annual Car Show, Whitaker Lincoln - Mercury, Inver Grove Heights.
- June Picnic Ray Nelson's, Princeton MN, Saturday June 17th, 11:30 AM
LCOC Eastern Nation Meet with CCCA, Gilmore Museum, Kalamazoo Michigan
June 2nd-4th, this will be the "Grand Lincoln Experience" with LOC and LZOC.
- July 4th Annual Out State Car Show – Southern Minnesota
Rochester or Albert Lea - to be determined
Saturday night on Kellogg Blvd
- August Caravan tour/overnight to Dick Koop's Orphan car collection, Verona, Wisconsin
- September Annual Region picnic at Roger & Barb Wothe's Environments.
Sunday, September 24th 11:30 AM
LCOC Mid-America National Meet, Indianapolis Indiana, September 14th -18th
- October 3rd Annual Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7th,
10AM to 3PM
- November Year End Sunday Brunch, November 19th 11:30 AM, Machine Shed, Woodbury

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: Activities@northstarlcoc.org

BACK ISSUES OF THE NORTHSTAR NEWS ARE 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.

BILLY'S LIGHT HOUSE BRUNCH, SUNDAY MARCH 26TH

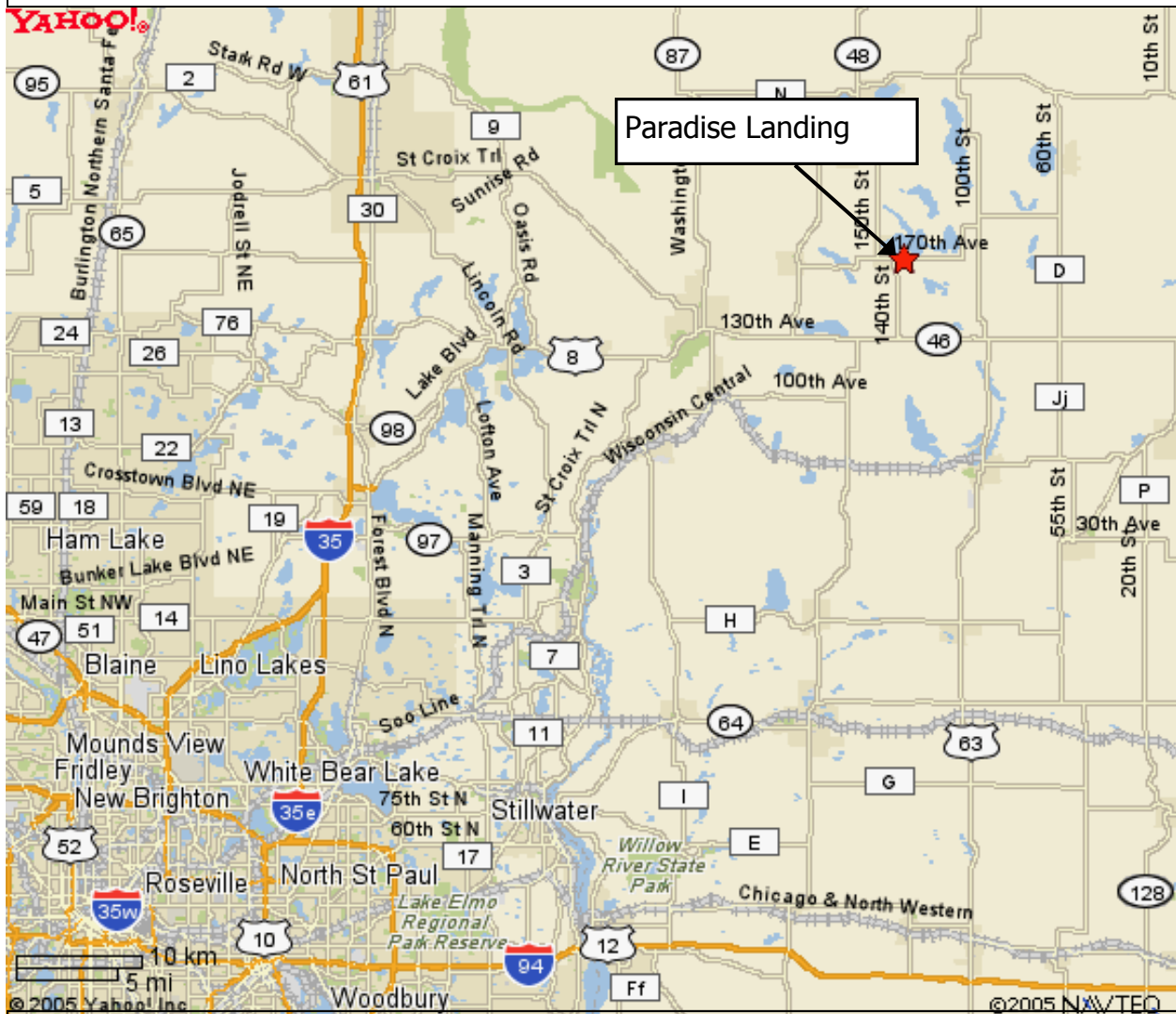


Join the fun with the rest of your club members. Sunday, March 26th is the date, **12:00 Noon is the time.** Be there at 11:30AM. Billy's Light House is located West of highway 494 on Highway 12, past Wayzata, just East of Long Lake.

Billy's Lighthouse is proud to offer one of Minnesota's finest dining experiences and we are sure you will enjoy the ambiance that has been thrilling their guests for over 19 years. Why travel up north for the scenery when you have sweeping lake views like this here in the Twin Cities? Ambiance, great views, good service, and the food ain't too bad either.

Call Barb Wothe at (952) 473-3038 to reserve your place at the table.
You can also RSVP by email: bwothe2@mchsi.com

Paradise Landing, Sunday Brunch, April 30, 2006



Still more fun on April 30th, 2006. Sunday brunch at Paradise Landing, Balsam Lake, Wisconsin. We plan on caravanning there. Twin City meeting place will be in the next issue, along with other information regarding the day's activities.

Paradise Landing, originally Paradise Supper Club, was built in the early 1900's as a social gathering place for the residents of Balsam Lake. People around here were pretty happy with that idea.

Then it burned down and people around here were kind of sad. Then it was re-built. Happy. Then it burned down again. Sad. Well, now a couple of the residents here, Dan and Kay Shimek, have decided to give it another go.

Something nice but relaxed. The way lake people are. Big enough for everyone around the lake to drop in. With food worth coming off your pontoon for. And maybe a couple extra fire extinguishers.

Paradise Landing is noted for their good food, great service, and reasonable prices.