

NORTHSTAR NEWS

Lincolns fit for a King



King Hussein loved American cars, especially this '52 Capri

As written by North Star member Matt Foley.

I wish I could claim these Lincolns as my own pride and joy, but instead they were the pride and joy of a man to whom a stunning museum is dedicated. That man was King Hussein of Jordan (1935-1999) and the museum is the Royal Automobile Museum in Amman; the capitol city of the county he ruled for forty-six years.

King Hussein is remembered by many as a peacemaker in the Arab world who modernized and stabilized Jordan while greatly improving the standard of living of his subjects over the course of his long reign. What few know is that he was also a “motor head” from an early age; who collected cars and motorcycles and was heavily involved in motor cross and other racing. The Royal Automobile Museum houses his personal collection of vehicles along with motorcycles belonging to Jordan’s current ruler, King Abdullah II; who built the museum to honor his father’s legacy.

One of the many highlights of my visit to the museum was seeing the Lincolns on display that were and, in some cases, still used by the King of Jordan. Perhaps the most stunning of these is the 1952 Lincoln Capri convertible commissioned for King Hussein’s coronation in 1953. This pale blue convertible was one of 1,191 produced by Lincoln during the first year of the Capri and it prominently features the crest of the Hashemite Kingdom of Jordan on its doors. This was not the first Lincoln used by Jordan’s royal family, though, as photos on display show they had Lincolns as early as the 1920s with King Hussein also using a 1953 Capri sedan.

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

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Editors Message

May 2018

Trivia from the Internet



Ralph Bellamy
American Actor
1904 - 1991

Ralph Rexford Bellamy was born in Chicago on June 17, 1904, the eldest of three children of Charles Rexford Bellamy; who headed his own advertising agency and the former Lilla Louise Smith. As a boy, he delivered newspapers and groceries, jerked sodas at a drugstore and was an usher at a movie theater. He attended New Trier High School in Winnetka, IL and was president of its drama club.

After graduating, he began an intensive theater apprenticeship: loading and unloading props and scenery, designing sets, managing, producing and directing, in addition to acting. He won his first major roles touring in

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Gentle Readers... After suffering through a wintery April, spring is finally upon us. We have sunny days with temperatures now in the mid-to-high 60s, with 70-degree weather within a few days. It does seem as though we will be cheated out of a long spring and we will go directly to summer. Daylight is now beyond 8 pm and that is nice, too. You should be able to connect up your garden hose soon and wash off all the surface dust that has accumulated on your beautiful Lincoln over the winter.

We had a nice turnout at the detailing show and tell conducted by Ken Sampson at Mike Fiterman's this past April 21. The weather was halfway decent and that helped with the turnout. Ken is a storehouse of amazing information that if properly used, can really make almost any car shine like new. There are lots of tricks, but like anything else, you sort of get out what you put in. It does take some work, but if you follow the game plan, you can really make your older Lincoln shine, both inside and out.

After Ken's presentation, there was a Q and A session which provided a few more answers to items that were not covered in the initial show and tell. Afterward, our host, Mike Fiterman, served up a nice pizza lunch; which was greatly appreciated by all who attended. Our sincere thanks to Mike for his warm hospitality and welcoming us to spend the morning with him.

Please note that the CCCA Garage Tour has been rescheduled due to weather problems. It has been moved to Saturday,

May 12. Please check out all the details on the back page. We will see you there.

Sales of the new Lincoln Navigator continue do very well, exceeding the expectations of most people at Lincoln. With all the excitement over the Navigator, we tend to forget that the other models from Lincoln are all very good and



Sweet Olga likes all of her dad's cars, both new and old alike. I think that she likes the 95 Mark VIII. It is the easiest for her to get in and out of and the back seat is very comfortable for her to ride around in. She is shown testing the trunk. While not really big, it can still hold a lot of treats.

most of us would be very happy behind the wheel of a new MKZ, Continental or one of their crossover models. Unfortunately, Lincoln has not yet achieved the main stream popularity of a lot of other cars in today's marketplace. To fully appreciate just how nice a Lincoln is, you have to spend some time behind the wheel. There really is a difference between quality motor cars and you will discover what this difference is once you drive a Lincoln.

Years ago, one of Lincoln's advertising themes was about Lincoln owners taking the road less traveled. I would like to think that this is still true today.

Whatever road you take, you would do well to make your journey in a new Lincoln. Stop by our good friends at Bloomington Lincoln and take a long look at their new cars. You just might find one that suits your fancy and at a price that you can feel good about.

Lincoln and their dealers do support the LCOC. Remember that support is a two way street and please consider supporting the Lincoln brand and the local dealerships that have been kind to us.

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

*Directors Message by Bob Johnson May 2018**(Continued from page 2)*

"The Shepherd of the Hills," an Ozark melodrama, playing both the hero's father with a gray wig and beard and the villain with a black beard. "It must have been awful," he said years later.

Mr. Bellamy, a tall man with a craggy face and a resonant voice, performed in nearly all mediums: the Chautauqua circuit, tent shows, stock, repertory, Broadway, radio, movies and television. Usually *Lost the Girl*

His film career began with *The Secret Six* (1931) starring Wallace Beery and featuring Jean Harlow and Clark Gable. By the end of 1933, he had already appeared in 22 movies, most notably *Rebecca of Sunnybrook Farm* (1932) and the second lead in the action film *Picture Snatcher* with James Cagney (1933). He played in seven more films in 1934 alone, including *Woman in the Dark*, based on a Dashiell Hammett story, in which Bellamy played the lead, second-billed under Fay Wray. Bellamy kept up the pace through the decade, receiving a nomination for the Academy Award for Best Supporting Actor for his role in *The Awful Truth* (1937) with Irene Dunne and Cary Grant, and played a similar part, that of a

(Continued on page 5)

April 21, 2018, finally was the start of spring here in Minnesota with 60 plus degree day in the Twin Cities. Enough about the weather, spring might be here! I must report the very sad news of the passing of beloved North Star Region member Roger Leppla. He died on April 12, 2018. Roger's celebration of life was April 21, 2018 and it was a display of family devotion and love. Please remember Jan, Roger's loving wife. Roger being retired military was honored with a stirring Military Honors Tribute. Also, I must report the George Traficante is now in Hospice due to prostate cancer. Life goes on, but please remember these

valued members of our car hobby.

This past week Saturday, April 21, we were able to hold our snowstorm postponed detailing seminar at Mike Fiterman's in New Hope. We really appreciate the effort Mike did for us to host us, feed us and display his car collection for us. We had 34 people attend. Thank you, Mike, for a great event at your facility. Ken Sampson discussed his many years of detailing experience and showed us many different products and their uses. Also, a big thank you to Ken; who drove down from his home in Battle Lake for our club. These are just two of our fine members; who give back much time and energy to our North Star Region. It is this type of member we have that makes the fellowship in our region so special.

NOTE: We have been invited to go on The CCCA UMR spring Garage Tour. **The date has been changed to Saturday, May 12, 2018**, The tour starts at HOOKED ON CLASSICS, 701 Jefferson Avenue, SW, Watertown, MN. START TIME is 9 AM — Be there early if you want to see some great car collections in this part of Minnesota.

Saturday, May 19, we will have a mini Lincoln car display, 10 AM to 2-3 PM at Jeff Eisenberg's Libson Twin City Auto on 1218 Central Ave NE, Minneapolis. Along Central Avenue, the ART A WHIRL will be going strong with many locations of exhibits and activities for all to see. Come take a look at the Lincolns and spend a little more time checking out all the other stuff. Jeff and Wendy will be providing us with a light lunch, so please **RSVP to me by Tuesday, May 13** (by phone or email) so Jeff has an idea of how many will be there for lunch.

Our 10th Annual Memorial Day weekend Lincoln car show will be at Bloomington Lincoln, Bloomington, Minnesota, Saturday, May 26, 10 AM to 2 PM. This will be our second year at this dealership and they are making every effort to welcome our club members. Please turn out and show your appreciation for their efforts.

As of May 1, you have just only 50 days left to register for our big event the 2018 Mid-America National Meet, July 11-15. We now have 20 percent of our region members that have registered or reserved your hotel rooms — please do it now. Your North Star board of managers, Gustafson, Wothe, Foley, Roth, White, Brace, Holaday and Sasse are spending a lot of personal time to do this meet for you. The least you can do is register if you plan on attending. Again, our host hotel is the Marriott Minneapolis West located at 9950 Wyzata Blvd. St. Louis Park, Minnesota. The hotel room reservation phone number is 952-544-4400, please call now. The meet information and the registration PDF form is posted on our NEW LCOC website, www.lcoc.org. At the bottom of the page, "Click to download the Event Registration Form" Matt Foley will be our Meet Registration Chairman and he can be reached at 612-280-4930. Please register early.

Congratulations are due for Jay White; who has set up a new Facebook page for our North Star Region called "North Star Lincoln Continental Car Club." Jay will be the Moderator and has spent many hours putting interesting pictures and items for you to check out. Please let Jay know if you have anything to add or can help where he needs it.

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

Bob and Mary Johnson

Board Of Directors - 2018

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@comcast.net	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

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

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

More Kings cars

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Also on display is a 1961 Lincoln Continental convertible — one of 2857 convertibles made during the first year of the iconic “slab side” Continental’s production. Although displayed in the museum, this Lincoln is still considered “in commission” and used for special occasions. Perhaps most notably, it was used by King Abdullah II for his wedding to Queen Rania in 1993 and for his coronation in 1999.

In addition to these Lincolns, there are other state vehicles used by King Hussein on display including Cadillacs, Buicks and Mercedes-Benz automobiles, along with several Rolls Royce limousines from the 1950s used by other Arab royal families. The museum also has an exhibit of early automobiles, as well as, motorcycles and luxury vehicles from multiple eras that were in King Hussein’s personal collection. This includes a “Mark I” Lincoln



A beautiful early Continental in the King’s collection.

Continental convertible seen here with a 1966 Amphicar in the background to illustrate the diversity of his collection.

While Jordan may not be on your list of upcoming vacation spots, if you do visit Amman the Royal Automobile Museum is a must. Even those with little or no interest in automobiles will find it hard not to be impressed by the sleek and modern structure and the dazzling display of vehicles it holds.

A few more pictures from the collection are on page 6.

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

April 5, 2018

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln in Bloomington, Minnesota. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Matt Foley and Bill Holaday. Regional members Mary Johnson, Dave Sandels and Jeff Eisenberg were also present at Board Meeting. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the discussion by having Jeff Eisenburg discuss the upcoming ART A WHIRL event May 19; where he will host a Lincoln car display at his facility and he will also provide us with a lunch. We need to have a RSVP so Jeff will have an idea of how many will be attending. The April activity Saturday, April 14, 2018, a car detailing seminar at Mike Fiterman's facility — it was noted that Mike will provide lunch for our group so we will not go to a local restaurant as previously planned. Mike also would like to know about how many will be attending for he can order enough for lunch, thus requiring a RSVP.

Treasurer Matt Foley announced that the treasury balance was \$4576.06, plus \$3310.00 collected so far for our 2018 Mid-America National Meet and all bills are paid.

Membership and Publications Director Dave Gustafson announced that he is currently out of "My Pride and Joy" articles. Please help him out!!! Matt Foley stated about eight members have not yet renewed and most have been contacted. The Region still has about 140 members.

The 2018 Mid-America Meet status we have 12 registrations with 15 more members with hotel room reservations made. Bob Johnson requested that everyone please make hotel reservations now and register as soon as possible to help our meet planning. Our meet attendance estimates are for 100 Lincolns and 200 persons; which will be the biggest LCOC meet for 2018. We will order two types of shirts (denim and polo) to sell during the year and at our national meet.

The meeting was adjourned at 7:40 p.m. The next Board Meeting will be at 6:30 PM Thursday, May 3, at Bloomington Lincoln dealership. All Region members are welcome to attend and we would like your input to help make a us a better club.

Respectfully submitted by Secretary Roger Wothe from notes from Bob Johnson.

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naive boyfriend competing with the sophisticated Grant character, in *His Girl Friday* (1940). He portrayed detective Ellery Queen in a few films during the 1940s, but as his film career did not progress, he returned to the stage, where he continued to perform throughout the 1950s. Bellamy appeared in other movies during this time, including *Dance, Girl, Dance* (1940) with Maureen O'Hara and Lucille Ball, and the horror classic *The Wolf Man* (1941) with Lon Chaney, Jr. and Evelyn Ankers. He also appeared in *The Ghost of Frankenstein* in 1942 with Chaney and Bela Lugosi.

In 1949, Bellamy starred in the television noir private eye series *Man Against Crime* (also known as *Follow That Man*) on the DuMont Television Network; initially telecast live in its earliest seasons, the program lasted until 1956 and was simulcast for a season on Dumont and NBC, and ran on CBS during a different year. The lead role was taken by Frank Lovejoy in 1956, who subsequently starred in NBC's *Meet McGraw* detective series.

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Bellamy appeared on television in numerous roles over the following years. He was a regular panelist on the CBS television game show *To Tell the Truth* during its initial run. Bellamy starred as Willard Mitchell, along with Patricia Breslin and Paul Fix, in the 1961 episode "The Haven" of CBS's anthology series *The DuPont Show with June Allyson*. About this same time, he also appeared on the NBC anthology series, *The Barbara Stanwyck Show*. In December 1961, he portrayed the part of Judge Quince in the episode "Judgement at Hondo Seco" on CBS's *Rawhide*.

Mr. Bellamy then gained major stature on the Broadway stage: as an antifascist professor in the 1943 melodrama "Tomorrow the World," by James Gow and Arnaud d'Usseau; as a lionized Presidential aspirant in Howard Lindsay and Russel Crouse's 1945 Pulitzer Prize-winning comedy "State of the Union"; as an overzealous police officer in Sidney Kingsley's 1949 drama "Detective Story," and as Roosevelt in the 1958 play "Sunrise at Campobello" by Dore

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Royal Car Pictures



1961 Continental Convertible from the King Hussein collection, complete with official flags. Though used frequently by the King and his family, it still looks as new.

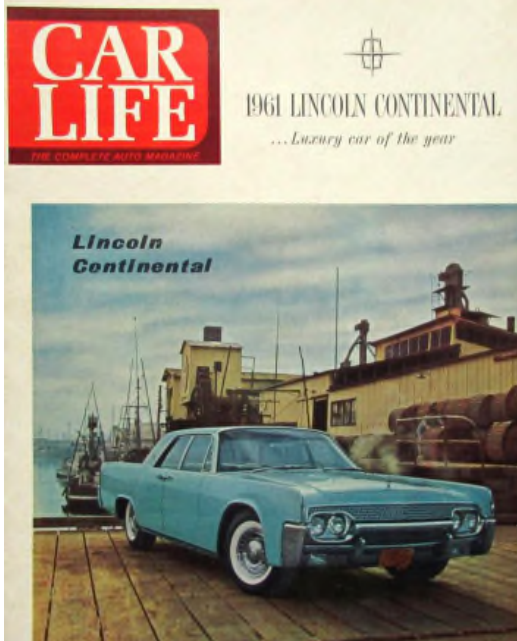


Top and bottom, King Hussein's 1961 Continental Convertible.



Testing the 61 Lincoln

Testing the 1961 Lincoln Continental. From the pages of Car Life magazine .



For remembering the Continental Mark II, we estimated the price at \$10,000. Since that time, the list price has been set at \$6,067 and we have had a chance to drive two production cars. Somewhat to our surprise, we found no reason to alter or revise our earlier favorable impression. Now, the *Car Life* staff leans rather heavily toward the compacts when it comes to personal ownership, but all five staff members who drove the test care were impressed — some of their comments were: "A truly fine car, well built, extremely luxurious, easy to drive."

For those buyers who are used to owning this category of automobile, the most important change in the 1961 Lincoln is in its size. Where the previous 1960 model was one of the largest cars on the road, the new model is more conservative in this respect and achieves its more compact dimensions with no discernible sacrifice in interior roominess. **Here are the comparison figures:**

Key measurements	1961	1960
Wheelbase, inches	123.0	131.0
Overall Length, inches	212.4	229.0
Width, inches	78.6	80.1
Height, inches	53.5	56.9
Volume, cu. Ft	517	604
Curb weight	4954	5820

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Testing the '61 Lincoln

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Schary, for which Mr. Bellamy won many honors, including the Tony and Drama Critics best-actor awards.

Despite his many film roles, he was passed over by Hollywood for the film versions of the first three plays. But his luminous stage performance so dominated "Sunrise at Campobello" that he won the part in the 1960 movie. In 1983, he played Roosevelt once again in the television miniseries "The Winds of War." Mr. Bellamy prepared carefully for every assignment, but he was more careful than ever in readying himself for "Sunrise at Campobello," which dealt with Roosevelt's 1921-24 battle with polio and his struggle to resume an active life. The actor, himself, a New Deal Democrat, read voluminously about the President, studied recordings of his voice and consulted at length with Mrs. Roosevelt and her children.



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From this it is easy to see that the "box" volume has been reduced by 14.4 percent and, with the optional air conditioning as supplied on the test car (curb weight 5220 lb), the weight is almost the same as before.

With the biggest engine on the market today (430 cu in.), the performance is all that anyone could ask, and numerous engine refinements have brought the engine noise level down to a mere whisper. Engine smoothness is further enhanced by a very low rate of crankshaft revolutions per mile (see data panel), and when the car is driven in the "economy-D-2" transmission range, the fuel consumption goes as high as a respectable 14 mpg. However, the "D-1" transmission setting gives more dynamic acceleration, and in varied driving from day to day we averaged just over 12 mpg for 1,100 miles.

The acceleration checks were all made using the "D-1" shift position. This, along with full throttle, holds the first gear to 44 or 45 mph; while second gear remains engaged up to 75 to 77 mph. These shift points are well chosen for the best possible performance since they correspond to an engine speed of close to 4100 rpm; which is exactly at the peak of the power curve. Considering the sheer weight of this machine, the acceleration times are startling: a zero to 60 mph time of close to 11 seconds and zero to an honest 100 mph in just over 40 seconds was hot-rod performance only a few years ago. Incidentally, the speedometer error was commendably small, and it actually read dead accurate at 90 and 100 mph, indicated.

Acceleration above 100 is rather slow, but the 2.89 axle ratio is near-perfect for the best possible top speed since 4,100 rpm is equivalent to 115 mph. Our test strip wasn't long enough to get the car completely unraveled, but the true top speed is undoubtedly very close to 117 mph — given a sufficiently long stretch of open road.

The ride overall types of streets and roads is absolutely superb, and the only criticism we can make is that the front end seems to have a very slow oscillation rate under certain types of road waves taken at moderate speed. High speed stability is excellent up to a genuine 100 mph. Above that speed, particularly on curves that wouldn't even be noticed at 60 mph, the power steering feels a little sensitive and

almost too quick for comfort. However, even 100 mph is a ridiculous speed these days—as well as, an illegal one.

For all normal driving at legal speeds the steering is easy, and with a ratio requiring 3.8 turns (lock to lock), the ability to maneuver quickly is a definite safety factor. The small 16-inch steering wheel is also an important safety feature; which contributes to quick and easy control. Cornering roll is moderate for such a softly sprung vehicle, and the car has positive understeer. When cornered like a sports car on wet roads the front end slides first, but there is enough power to produce rear end slide if you are going slowly enough to get a downshift into first gear.

Like all of the controls, the brakes are very smooth and require no more than a very light pedal pressure. The booster is innocuous and does not show any tendency to overcontrol or grab. Two stops from 100 mph within a time interval of about three minutes showed no sign of fade — thanks to huge, finned brake drums with no less than 416 sq. in. of drum swept area.

The Lincoln Continental is primarily a car for luxurious cross-country travel. It floats along to 80 mph smoothly, quietly and effortlessly. The driver has good visibility and can see both front fenders for accurate placement when required. The seats are especially nice and wide center arm-rests fold down to convert a full 6-passenger sedan into a 4-passenger car, if desired. The controls on the instrument panel are well marked and easy to find at night, and they look as though they were designed to rotate. Some do turn, but, unfortunately, one has a toggle "flip" action. This can be very disconcerting, and we were particularly disappointed with the automatic vacuum door locks — they aren't automatic. Then you start to drive off, a red light flashes and the door lock knob must be pushed *down* to lock the doors and turn off the light. When you want to get out, the knob must be flipped back up. We found this something of a nuisance.

Our test car was equipped with air conditioning (\$504.60 extra). The main control console drops down like a centrally located glove box, but the air ducts are distributed about the interior to avoid uncomfortable drafts. We didn't try the unit, but Lincoln's air conditioning engineers state that under

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He attended classes in physical therapy, learning to crawl while supporting himself with his hands and arms and holding his legs limp. He learned to walk with crutches and leg braces and did daily calisthenics to keep fit. In performing, he made use of the familiar pince-nez, cigarette holders and jaunty hats, but was at pains to suggest Roosevelt rather than to imitate him.

On television, Mr. Bellamy appeared in all the leading dramatic programs, beginning in the early 1950's. From 1949 to 1954, he was a quick-fisted but otherwise affable private detective in "Man Against Crime," the first live weekly half-hour dramatic show on network television. His other television series included "The 11th Hour" (1963-64), "The Most Deadly Game" (1970) and "The Hunter" (1976). In a 2007 episode of *Boston Legal*, footage of a 1957 episode of *Studio One* was used. The episode featured Bellamy and William Shatner as a father-son duo of lawyers. This was used in the present-day to explain the relationship between Shatner's Denny Crane character and his father in the show.

Mr. Bellamy was also

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More '61 Lincoln

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competitive test this unit will outperform anything else on the market; for example, under bright sunlight, 100°F outside temperature, and 40 percent relative humidity, the 1961 conditioner has a 13°F cooler inside temperature than competitors, after only two minutes. We'll take their word for all this, though it should be mentioned that the "competitors" would necessarily have to be 1960 models.

As one would expect in a car of this type, all those little touches that mean so much to the perfectionist are in evidence. The ashtrays, to cite only one example, are illuminated with integral, individual bulbs—bright enough to ensure the easy location of the receptacle on the darkest night, yet dim enough to avoid casting an unwanted reflection on the windshield. Rear seat ashtrays include individual lighters.

One surprising factor about the external appearance of the Continental is the curvature of the side windows. At first sight, you notice this, then dismiss it as an illusion brought about by the considerable "tumble home" possessed by the greenhouse. Upon closer examination, one discovers that the windows are indeed curved to better conform to said tumble home. Fortunately, the degree of curvature is slight and does not make its presence felt in the form of unwanted distortion when looking out from within.

From all that we can ascertain, surveys to the contrary notwithstanding, appearance is far and above the most important factor in a car purchasing decision (excluding price, of course). Here, the new Lincoln Continental scores mightily. A few of our people had some reservations as to the Lincoln's grille treatment, but the general feeling was that this is the best-looking American car built today. A typical statement was, "I like the car's appearance on the whole. The front and rear end could be improved, but I don't find them objectionable." While surveys show that people buy cars for economy, we believe they are merely giving what they think is the right answer. The Lincoln has the "looks," the quality is second to none—and if you can scrape up the down payment—well, put us down for one when our rich aunt dies.

Improving Quality



The quality audit area at the Wixom plant. One of the processes implemented to improve the quality of Lincolns for the 1961 models.

Not long after the newly-styled 1958 Lincolns hit dealer showrooms, Lincoln realized they had a problem. A decision had been made in 1955 by Lincoln executives that the make needed to address several key areas in order to be competitive. Lincoln's smaller size, lower horsepower rating and slower performance were obstacles to salesmen when customers were making comparisons with Cadillac; which naturally they did. Cadillac's wider range of models was also seen as an issue. The 1958 models addressed all of these areas, but in doing so opened up the door to additional problems. The Lincolns of 1958 were soon tagged with quality concerns. They rattled noticeably and experienced body panel shake on rough roads. The doors fitted so tightly that *Motor Trend Magazine* reported that the weather stripping had torn away on the left rear door. Problems with the windshield wipers were reported and some degree of annoying reflection of instruments was reported on the windshield at night.

Admittedly, 1958 was a poor year for automotive sales, as the country was in a recession and people were waiting for things to improve before buying new cars. The 1958 models also represented a totally new image for Lincoln; which sought to compete directly with Cadillac on size, model availability, engine displacement, and performance. It was an image that the public was cautious at accepting. Early sales indicated resistance in the market for the new cars and modest styling revisions for 1959 and 1960 didn't help much. Quality was also a concern and even though quality improved toward the end of the three year production run, the Lincolns of this era suffered with poor resale values and were

Improving Lincoln quality for 1961

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known for championing his profession, as a founder and board member of the Screen Actors Guild and as president of Actors' Equity for 12 years. He doubled Equity's assets within six years, and in 1960 shepherded the union through a one-week Broadway theater lockout and the signing of a landmark contract that established the first actors' pension fund.

Asked to define his goals for Equity, he replied, "To put the union on a business basis and achieve intramural unity."

Mr. Bellamy guided Equity through the political blacklisting of the McCarthy era in the early 1950's by forming a panel that devised ground rules to protect members against unproven charges of Communist Party membership or sympathy.

He also presided over the merger of Actors' Equity and Chorus Equity and the unionizing of the Off Broadway Theater. He lobbied successfully for the repeal of theater admission taxes and for income-averaging in computing taxes for performers; who earn large sums in some years and only meager income in others.

When he declined to be drafted for an unprecedented fifth term as

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viewed as a sales failure by Lincoln.

As soon as the 1958 models began production, design of the 1961 models became a priority. Initially, the '61 cars were to be an evolution of the 1958 design, but this changed quickly once the 1958 cars were met with a cool reception. Should Lincoln risk another major change so soon? And if so, which direction would Lincoln head? Meeting Cadillac model for model, and with a bigger, more powerful car wasn't the answer. One of the first areas identified was quality control. Lincoln knew it had to have the best designed, best built, best warranted cars in the world to send a clear message to the public that Lincoln was serious about quality.

Ford was understandably concerned about the future of Lincoln in the late fifties. The Continental Mark II program of 1956-57 was designed to put the brand on top of the luxury car map, but Ford lost money on every car sold—such is the price of establishing a reputation. The Edsel had been a spectacular failure in marketing introduced at the exact time the market for such a car had declined. Not wanting to become another statistic, Lincoln knew the '61 models would be their last chance and they could not afford any marketing mistakes or quality issues.

The best way to guarantee a trouble-free car was to test components thoroughly before shipping. This began with the design of the components for the new Lincoln. Precision aircraft tolerances were introduced to the fine car field by Lincoln during the design and engineering of the '61 cars. Lincoln's powerful 430 cubic inch V-8 was America's largest automobile engine at the time, and for '61, it was America's most exactly built engine.

Critical parts in each engine were hand-matched in sets for perfect balance and fit. Standards were so exacting that new equipment had to be designed and built before any parts could be manufactured. Chrome plating was applied to critical parts to ensure longevity and dependable performance, while others were made of stainless steel for the same reasons. To make sure these parts fit the engine block precisely, cylinder bores were honed twice to provide better lubrication of the cylinder walls, due to the tight specifications.

Once completed, every engine was tested for three hours (shown at left). Then it was torn down and carefully inspected. After re-assembly, each engine was tested again. A

stop watch was used in final testing to determine how long it took an engine to start. And these design and testing procedures weren't limited to just engines either. Gears were made to the same precision standards and were selected by hand. Special jigs and body gauges were designed and built to check the fit of body panels, doors, and windows. In response to the tightness of the doors on earlier models, special gauges are used to determine how much pressure was required to open or close a door. Wind tunnel tests were performed to ensure a quiet, undisturbed ride at highway speeds. To make sure no outside noises made their way into the passenger compartment, more than 200 pounds of soundproofing and weather stripping were used. Multiple layers of felt, sound deadeners, mastics, and fiber glass pads measured up to 2-1/2 inches thick in critical areas to muffle out sounds, eliminate vibrations, and insulate the interior from temperature extremes.

Windshield wiper problems of previous years were addressed by hydraulic motors being used to operate them on the '61 models. Nylon linings were used in parking brake cables to resist rust and provide smooth, easy operation. Front suspension ball joints required pressure lubrication only every 30,000 miles, and maintenance (including oil changes) was only required every six months or 6,000 miles—a vast improvement over prior maintenance schedules.

Lincoln continued to use the unitized body and frame construction introduced in 1958; which welded the body and frame together to form one strong, solid piece of steel. Structural sheet metal parts were of a thickness to contribute to overall body integrity, and were galvanized to prevent rust. The entire body was submersed into a vat of rust preventative chemicals prior to being painted, as an important step in preventing rust and corrosion.

Special insulation was used on electrical wiring, and power window motors used stainless steel shafts to ensure reliable performance. These motors were also coated with liquid rubber to keep water out and increase longevity. A machine electronically checked the entire wiring system of every car (shown at right) and was so accurate that it not only identified any failures that were present at the time, but also could predict and

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More improving quality

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president of Equity, members awarded him the lifetime title of president emeritus and 122 of them signed a public letter expressing their "deepest thanks" for his "dignity, integrity, prestige and sense of responsibility." The signatories included Lillian Gish, Margaret Hamilton, Raymond Massey, Agnes Morehead and Pat O'Brien.

During nine years in repertory and touring companies he played more than 400 roles, often two or three in the same play, including four years (1926 to 1930) as head of his own repertory troupe, the Ralph Bellamy Players, in Des Moines, Nashville and Evanston, IL. The critic Walter Kerr -- who as a student at Northwestern University had been a regular at the Evanston Theater -- praised Mr. Bellamy in 1979 as "the only performer who ever surprised us by altering character radically from play to play."

After those apprenticeship years, Mr. Bellamy appeared in two forgettable plays on Broadway, "Town Boy" and "Roadside." They had minuscule runs, but he got good notices and contract offers from four Hollywood studios. He made 83 movies over the next 12 years, including "Spitfire" (1934), "The

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identify future failures by monitoring the amount of electrical current a component drew—too much or too little indicated a problem that was corrected before the car underwent further testing.

Premium specifications carried through into the interior of the '61 cars as well. No cost was spared in locating only the very finest materials for upholstery, padding, and carpeting. And the ultimate test of the quality of these items was in their durability: a decade later, many used 1961 Continentals still had immaculate interiors with carpeting that hadn't faded or worn from exposure, and stitching that still held panels together tightly. Leather hides were hand selected, and deep-dyed so that scuffs and wrinkles wouldn't mar their appearance. Fabrics were tested for durability in their resistance to soiling and sun fading, as well as their ability to be cleaned should the need arise.

As an additional precaution, the assembly process was carefully monitored. One car per day was pulled aside and checked against the master jig to make sure all of the body panel clearances and dimensions were within the extremely close tolerances specified. Each week, one completed car was taken apart by inspectors to look closely for any flaws related to the assembly process. Lincoln wanted to locate, identify, and correct problems before owners did. One out of every ten cars on the line was spot checked for door and door glass clearances, as well as other critical alignment and assembly procedures.

Once completed, each car underwent a 12-mile, hour-long road test with what Lincoln called "intolerant" inspectors. In all, they checked 189 different items, and marked each one off on a list. If a particular car required more time, it was given without question. If an inspector felt anything was slightly off, heard a strange sound, felt an unusual vibration, the car was returned for corrections and then tested again. After the inspector passed the car, each was subjected to a three minute high pressure water spray to make sure there were no leaks. Finally, each car was sent to a "slick-up" line where more detailed inspections were performed.

The result? Ford Motor Company was so confident in its new Lincoln Continental that it offered a 24-month, 24,000-mile warranty

on the car. Henry Ford II announced the new terms to the media on October 31, 1960. This doubled the standard Ford warranty and sent a clear message about the new car's quality control. This was a completely new car that was delivered with very few problems for an all-new car. Many changes were made during the production run, and improvements were made prior to the end of 1961 production. Even more improvements came along for 1962 and 1963, each improving what was almost as close to perfection as was humanly possible to begin with.

During the 12-mile road test, the inspectors inspected everything they could see, inside and out. The paint finish was closely observed. The alignment of exterior and interior trim was scrutinized. The upholstery was inspected for loose threads and soiled areas. Even the luggage and engine compartments were checked for fit and finish.

Next, the engine was cranked while using a stop watch to determine how many seconds it took to start. If it wasn't within specification, the car was rejected and returned to the factory for repairs. During the 12-mile trip, engine and transmission smoothness and performance were evaluated. Steering and braking response was checked. Every electrical accessory was tested, right down to the amount of pressure it took to engage the cigarette lighter. And that cigarette lighter had to heat up and pop out ready-to-use in a specified amount of time, as well.

The amount of pressure it took to turn on headlights, wipers, washers, and move heater controls was considered, as well. The inspectors checked each car as if it were their own, and if they would be concerned about it as an owner, they were advised to reject the car and send it back to the factory for repairs.

How many cars were rejected? No one is certain if records still exist with that information, but people who worked at Wixom at the time said the rate of units returned for corrections was very low. There was a lot of pride in being able to assemble a Lincoln Continental, and no one wanted to be responsible for poor workmanship. At the time, the Lincoln Continentals and Ford Thunderbirds built at Wixom were among the best built cars in the world. And that didn't happen by accident.

From the internet...

North Star Member Roger Leppla Passes

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Wedding Night" (1935), "Boy Meets Girl" (1938), "Dive Bomber" (1941) and "The Wolf Man" (1941). He also played the title role in four low-budget "Ellery Queen" detective mysteries. Films Were 'Just a Living'

A turning point occurred in 1942 when he spotted a script on a producer's desk with this notation: "Wealthy oilman from Southwest -- able, but simple and naive. Typical Ralph Bellamy part." "I realized then," he said later, "that for me, Hollywood had become just a living, and acting just a chore. It was a good living and a pleasant chore, but it had no meaning anymore. I had to get out."

He left Hollywood at the height of a lucrative career to face the risks of Broadway, and proceeded to achieve a string of stage and television successes that he valued as far more varied and rewarding than his early films.

He also made occasional movies during those years, playing a canny defense counsel in "The Court-Martial of Billy Mitchell" (1955) and a satanic doctor in "Rosemary's Baby" (1968). In 1987, the Academy of Motion Picture Arts and Sciences presented him with an honorary Oscar for his body of work.

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Roger Leppla with Clementine

It is with much sadness that we report the passing of one of our North Star members, Roger Leppla. Roger lost his courageous battle with Acute Myeloid Leukemia Thursday, April 12. Roger was a devoted husband and father and a much loved friend to all whose lives intersected with his during his 76 year stay on our good Earth.

Roger proudly served our country for 30 years — first as a Marine and then in the Air National Guard, rising to the rank of Chief Master Sergeant. Respected by all who served with him, he was fondly referred to as "Chief." He and his military family shared many life experiences together, and he loved to share these stories with anyone who would listen. And if he got a chuckle, he was known to repeat it a few times.

Roger and his wife, Jan, were members of the LCOC and the North Star Region. Roger enjoyed attending our monthly activities, especially the ones where good food was available and there was plenty time to visit with other members and talk about classic cars.

Roger was also a member of Ma-

sons Daylight Lodge, the Shriners, and Zuhrah Antique Cars. He made many great friends in these groups and truly loved to get together with them. Roger had a number of older cars throughout the years and gained much pleasure tinkering with them. That was a passion for him.

Roger lived his life to the fullest, always quick with a joke or story about one of his many experiences. His laugh and smile lit up the room and quickly drew others toward him to enjoy the moment. Although he didn't seek to be the center of attention, his infectious personality invited those nearby to join the conversations. His accolades were many, but you'd never know it by talking to him.

He was a humble and gentle man and was more likely to quietly watch in the background.

Roger is survived by his adored wife Jan; loving daughter, Lisa Leppla; step daughters, Shelly (Jon) Hill and Terri (Dave) Smith; grandkids, Michael, Kaylee, Nicole, Alec, Lauren, Allie and Austin; great grandkids, Olivia and Owen; Sister-in-law, Mary Leppla; and many cherished nieces, nephews and great nieces and nephews. Also, Roger leaves behind him, Clementine, his furry friend; who never left his side and who will miss him each and every day. He was preceded in death by his beloved brother, Sam Leppla, and sister and brother-in-law, Audrey and Bob Myers.

A celebration of Roger's life was held Saturday, April 21, at Our Savior's Lutheran Church. Memorials are preferred to Our Savior's Lutheran Church and the Shriner's Hospital for Children in Minneapolis.

Rest well Roger, you have left us with many memories of good times and great friendships.

North Star Welcome Wagon

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Toward the end of his career, he appeared in films, "Trading Places" (1983), with Eddie Murphy, Dan Aykroyd and Don Ameche, and "Pretty Woman" (1990), with Julia Roberts and Richard Gere.

He enjoyed working in movies and television, but his deepest affection was for the theater because of the presence of the audience; which he said, was "like meeting a new person each performance."

His autobiography, "When the Smoke Hit the Fan," was published in 1979.

Mr. Bellamy's first three marriages, to Alice Delbridge, Catherine Willard and the organist Ethel Smith, ended in divorce. At the time of his death, he was survived by his fourth wife, Alice, a talent agent whom he married in 1949; a daughter, Lynn McCrudden of New York City, and a sister, Carolyn Walbridge of Newport Beach, Calif.

On November 29, 1991, Bellamy died from a lung ailment, at Saint John's Health Center in Santa Monica, California. He was 87 years old.

Bellamy was buried in Forest Lawn - Hollywood Hills Cemetery in Los Angeles.

From the internet...

By Francis J. Kalvoda Willmar, Minnesota
320-235-5777 fjk@charter.net



Spring has sprung and our patience paid off — Now for a few months of fun summer cruisin.' Take in as much windshield time as you can. Oh, you noticed I don't have a photo of a Lincoln Wagon this month. Since April showers (rain or snow) bring May flowers, I thought I would bring the May flowers in a vintage Lincoln flower car.

This month I am pleased to welcome a member who is already well-known to some of you. He has worked on the cars of Northstar members Tom Brace, Al Longley and Bob Gavrilescu. Welcome, **Bjorn and Stephanie Anderson**, and their daughters **Vivian** (7) and **Lula** (9), 4033 West Broadway, Robbinsdale, MN 55422, 612-385-8740, email:

bjorn@broadwayautotech.com Currently, the Andersons do not own a Lincoln, but they did enjoy the 1976 Bill Blass Mark IV they had. I think it is our duty to help them find at least one likable Lincoln. As the email address suggests, Bjorn owns Broadway Auto Tech in Robbinsdale. He and his staff work on all vehicles; modern computer dependent wonders and vintage V 12s. Bjorn says if his team can't fix it, he always tries to find someone who can assist. Bjorn worked at a VW-Audi dealership before starting his own shop. He has an interest in British and German cars, and of course Lincolns. Go to www.broadwayautotech.com to view the gallery and blog and see some of the interesting vehicles Bjorn and his staff

have worked on. Also, check their 'specials' and VERY positive reviews. Broadway Auto Tech, 4033 W Broadway, Robbinsdale, Minnesota 55422, 763-535-4129 and on Face book.



Here is a peek at a nice Mark IV. You will learn more about this Mark and it's owner next month.

My column is short this month, but I should have more next month. Here is a peek in the garage of a new member we will meet next month. Now that you are out of hibernation enjoy the May Northstar activities and get ready to start smelling the flowers... soon.

The LCOC Board is trying to determine the feasibility of making a printed directory available once again.

The following questions are being asked of LCOC membership to help guide the board.

Would you be interested in having a paper copy of the LCOC directory, similar to the last one issued in 2015? (yes or no)

The cost of the directory would be over and above current membership fees. With that in mind, how much would you be willing to pay for a printed copy of the directory?

Please let Director Bob Johnson know as soon as possible. Call Bob at 651.257.1715 or email: arborbob@aol.com

For Sale — All Good Lincolns



On your left, the all new Lincoln Nautilus, the replacement for the MKX. This very exciting mid-sized crossover will be available later this year at your nearby Lincoln dealer. One of several new models coming from Lincoln.

1979 Town Coupé, original 24,450 miles.

Garaged, but not started since 2009.

Burgundy leather interior near perfect. No rust. White vinyl top is perfect. Red exterior, some discoloration on hood. All trim in great shape. Need the garage space. \$2,500. Call/text Mark 616-403-6310, email vettedream@charter.net. MI



FOR SALE: 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at 651-644-1716 or email trbrace@comcast.net



FOR SALE: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, it just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612-269-6482 to talk more about this Mark and the price.

You May Be Interested in these Items for Sale

Wanted.... Car club badges and patches. New and Used. Call Harvey Oberg, 651-739-9754

Wanted... NOS exhaust resonator for a 1974 Lincoln Town Car. Part Number D4VA5E272AA
Call Vaughn Ebbighausen at 218-736-4049 or email vemsp294@gmail.com

For Sale - 1965 Lincoln Continental Convertible



This beautiful, fully-restored, 100-point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. **Call John Palmer at 218-389-6189 or 218-380-3239.**



1994 Lincoln Town Car Executive loaded with options. The car has two air bags, key-less entry, air suspension, moon roof, four wheel disk brakes, cassette tape player and 1-1/8" white wall tires. Second owner since 1999. Car gone over by Lincoln dealer. Rare gold color with matching interior. Must see to appreciate. Asking \$9,500.

Call Richard at 651-351-2855.



Northstar Region grille badges are now available. To obtain yours, contact Bob Johnson at 651.257.1715.

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without pockets.
All Sizes, one price \$25, Caps just \$10.



Call now, operators standing by: Bob Johnson
651-257-1715 or email: arborbob41@aol.com

Preview of Coming Events

UMR-CCCA annual garage tour. See back page for all the details.

- May **LCOC Eastern National Meet, May 2-6 2018, Bradenton, Florida.**
Saturday May 19, Lincoln Car Display at Jeff Eisenberg's Libson Twin City Auto on Central Ave to enjoy ART-A-WHIRL. Featuring Multiple Locations in Northeast Minneapolis. More information to come.
10th Annual Memorial Day weekend Lincoln car show, Bloomington Lincoln, Bloomington, MN, Saturday, May 26, 10:00 AM to 2:00 PM
10th Annual Memorial Day weekend car show, Bloomington Lincoln, Bloomington, Minnesota, Saturday, May 26, 10:00 AM to 2:00 PM
- June **All Ford Show, Sunday, June 3, 2018, 10:00 am to 3:00 pm** at Dunwoody Technical Institute, 818 Dunwoody Boulevard, Minneapolis. \$5 per car — all Ford products including Lincolns welcome.
Back to the Fifties, June 22-24, 2018, Minnesota State Fairgrounds, St Paul
- July **LCOC Mid-America National Meet, July 11 – 15, 2018**, St Louis Park, MN
Sunday, July 22, 2018, 9:00 AM - 4:00 PM 10,000 Lakes Concours d'Elegance Excelsior Commons, Excelsior, Minnesota.
- August **Lincoln Motor Car Museum, August 6 - 12. LZOC -Fifth Annual Lincoln Homecoming**, Hickory Corners, Michigan, and Elkhart, Indiana.
Saturday, August 11, 10:00 AM – 2:00 PM North Star Region, 16th Annual Classic Lincoln Out State Car Show at the Almelund 62nd Annual Threshing Show.
- September We are in the process of revising our plans for our September Lincoln car show. A location change is necessary. More to follow in our June issue.

Wanting to buy Trico windshield washer pumps used on Ford Lincoln and Mercury cars '57-'59 and GM Cars (all models, Cadillac, Buick, Chev, Olds) from '56-'58. Complete pumps or parts wanted.
Please call Harvey Burski 218-624-7157 or email me at hburski@q.com.

Know some other event that may be of interest to members of the North Star Region? Let us know and perhaps we can work it into our event schedule for this year. Do you have a special burger place that we can cruise to some evening? Tell us about it — maybe we can do it. Good friends and nice Lincolns make for some fun times.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS AVAILABLE
ON THE NORTHSTAR LCOC WEB SITE.
www.northstarlroc.org Click on publications.
Issues are in PDF format and may be printed on your color printer.

North Star Activities

NOTE DATE CHANGE

May Event - CCCA Garage Tour

Saturday, MAY 12, 2018

The UMR - CCCA Spring Garage Tour will begin at Hooked On Classics, 701 Jefferson Avenue SW, Watertown, Minnesota (West of the Twin Cities).

Gather for coffee and donuts at 9 a.m. The tour will include stops at collections in the West metro area.

The weather will be great and it will be a super good day to see some great cars and tour the countryside with fine friends. Kick off the driving season. Take the car

Come join us for a Lincoln car display, Saturday, May 19, 10 AM to 3 PM, hosted by members Jeff and Wendy Eisenberg, at their Libson Twin City Auto, 1218 Central Ave NE, Minneapolis.

Held in conjunction with the Central Avenue ART-A-WHIRL, there will be many exhibits and activities for all to see and enjoy. Jeff and Wendy will be serving up a light lunch, so please RSVP to Bob Johnson by Tuesday, May 13 (651.257.1715 email: arborbob41@aol.com) so Jeff has an idea of how many will be there for lunch.



It is time for our All Lincoln Car Show Saturday, May 26, 2018, 10 AM - 2 PM

at Bloomington Lincoln

1001 Clover Drive, Bloomington, Minnesota

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

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

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

Take some extra time to check out the fine selection of new Lincolns and the many fine slightly used and carefully pampered used cars available at Bloomington Lincoln. Check out their fine cars — you will be glad you did.