

NORTHSTAR NEWS

Roger's Very Rare 1942



Roger Wothe is the proud owner of this 1942 Cabriolet.

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.

With the end of the month rapidly approaching and being underwhelmed by the inrush of articles from our members about their beloved Lincolns; it became necessary once again to trek down to the lower levels of Brandywine Drive, searching the musty archives for a suitable article to grace the front pages of this most glorious publication.

We dialed the Way-Back machine a decade or so and came up with this interesting story about one of our member's most noteworthy Lincolns. Roger and Barb Wothe have owned a 1942 Continental Cabriolet for some time. It was more or less snatched from the jaws of extinction by Roger through a series of events and eventually turned into one of the most beautiful 1942 Cabriolets extant today. The 1942 models are quite rare since production ended early in 1942 due to the conversion of the industry from consumer products to military goods to support the war effort.

This story was initially related to Tim Howley, editor of Continental Comments by Roger Wothe, and appeared in issue 286 of Comments. We sincerely wish that Roger would take some time and add to this nice story with those events that have happened since this was first published. Take some time, sit in your comfy chair, and have a delightful read.

Roger and Barbara Wothe are North Star Region members who live in Wayzata, Minnesota. Their maroon 1942 Lincoln Continental Cabriolet received its first Emeritus Award at the 2008 Mid-America National Meet in Duluth, Minnesota. Roger tells how he found the car.

In about 1996, he received a call one day from his dentist, Bob Bjorndahl; who he had helped

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Trivia from the Internet



Farrah Fawcett-Majors
1947 - 2009
American Actress

Farrah Leni Fawcett
February 2, 1947 - June 25, 2009) was an American actress of stage and screen, model, and artist. A five-time Emmy Award nominee and six-time Golden Globe Award nominee, Fawcett rose to international fame when she starred as private investigator Jill Munroe in the first season of the television series Charlie's Angels (1976-1977).

Fawcett began her career in the 1960s, appearing in commercials and guest roles on television. During the 1970s, she appeared in numerous television series, including recurring roles on Harry O (1974-1976), and The Six Million Dollar Man (1974-1978) with her first husband, film and television star Lee Majors. Her breakthrough role came in

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Editors Message

May 2020

Good friends and gentle readers...

While spring has finally come to Minnesota, we seem to have still some tough sledding to deal with. Each of us has our own unique set of problems to deal with during this very unique time. The last great pandemic was the great flu of 1918. While we have had many health advances in the one hundred-odd years since then, we still do not have the advanced technology necessary to develop, test, and implement the widespread use of new types of drugs to combat this virus. Everything seems to take much longer than we think it should and patience, hope, and prayer that breakthroughs will happen soon, and our good people of this wonderful country of ours will no longer have to fear for our lives. Things will never be quite the same, and it will take a much longer time than we can imagine making our country, our friends, and neighbors somewhat near whole again.

With little to do as a group, most of us will have to remain content with taking one of the Lincolns out for a drive once in a while. Gasoline is at near give away prices, so the price for that 100-mile drive in a 460 cubic inch motor with a four-barrel carburetor will not eat that large a hole in your billfold. And getting one of our "classics" out for a drive does much for our "psyches." Don't forget; you can give one of our members a call once in a while, too. Most of us are social animals of a sort and enjoy visiting with others. It is not as easy to do this under the present conditions. The next best thing is a call to let your friends know that you are still thinking of them from time to time and that we continue to value our friendships.

Virtually all of our Lincoln club activities have been put on hold for the foreseeable future. It appears that the safest course of action is to keep our distance and keep group interaction to a minimum. Our big LCOC event for later this summer, the Homecoming at the Lincoln museum, has been canceled. It has been

tentatively rescheduled for August 2022; which is the 100 year anniversary of the production of the first Lincoln automobile. A lot of us were looking forward to the big doings this August, but being safe is everyone's primary concern.

With the bulk of our membership over 60 years and the most susceptible to infection by COVID 19, we would be remiss to continue to plan for events until we get some resolution of the health issues involved. Our health of our members must come first.

A number of articles in this issue came from back issues of Continental Comments. It would be nice if we could get some material from our membership. I know that we all have a little creative ability, even if we don't think that we do. Give it a try, sit down at your laptop and put together an article about your first Lincoln, or whatever car that you would like to write about. We have had articles about our member's first car, truly a signal event...A rite of passage. How about writing

about your first car, the one that gave you your freedom and the right to do some of the dumbest things of your life. It also tells us that there really is a God watching over us and keeping us safe in spite of ourselves. Write that article today, we all would love to hear from you.

Lincoln is offering some very fine deals on new cars. Special rates for both buying and leasing. Find out just how reasonable a new Lincoln might be. And don't forget, as a Lincoln club member, you are eligible for the X plan discount. Perhaps you can see yourself in a new Lincoln in the days ahead. Also, be sure to check in with Bloomington Lincoln, they will do their best to find the right car for you and at a good price. Bloomington Lincoln has a lot of certified used Lincolns in stock, too. New or old, they may have the right car just for you.

Till next month, David and Sweet Olga the Samoyed.



Sweet Olga is hanging out with Joanie Videen during our recent trek up to the "Drive-In" in beautiful downtown Taylors Falls. Olga thinks that Brad and Joanie's 1956 Premiere coupe is the greatest. She also thinks her dad has some really good friends who are gentle people and who also like dogs.

*Directors Message by Bob Johnson**May 2020**(Continued from page 2)*

1976 when she was cast as Jill Munroe in *Charlie's Angels*, alongside Kate Jackson and Jaclyn Smith. The show propelled all three to stardom, but especially Fawcett, who was then billed as "Farrah Fawcett-Majors." After appearing only in the first season, she decided to leave the show but returned as a guest star in six episodes during the show's third and fourth seasons (1978-1980). For her role in *Charlie's Angels*, she received her first Golden Globe nomination. In 1983, Fawcett received positive reviews for her performance in the off-Broadway play *Extremities*. She was subsequently cast in the 1986 film version and received a Golden Globe nomination. She received two Emmy Award nominations for her roles in TV movies, as a battered wife in the 1984 film *The Burning Bed* and as real-life murderer Diane Downs in the 1989 film *Small Sacrifices*. Her 1980s work in TV movies also earned her four additional Golden Globe nominations.

Fawcett was born February 2, 1947, in Corpus Christi, Texas, and was the younger of two daughters. Her mother, Pauline Alice Fawcett, was a homemaker, and her father, James William Fawcett, was an oil field contractor. Her older sister, Diane Fawcett Walls (1938-2001), was a graphic artist. She was of Irish, French, English and Choctaw Native American ancestry. Fawcett once said the name "Farrah" was "made up" by

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We are repeating the same message as April, **Stay well**, is my hope for all our North Star Members. How life has changed since February. Coronavirus COVID-19 is still here, and the result is we changed our board meetings to a conference telephone call for the next couple of months. We have canceled all of our activities for the foreseeable future. The uncertainty of the times demands no less of us. Perhaps August will bring us some good news as to when we can start meeting together for club activities. Maybe we will even be able to do our "Memorial Day" car show later this fall. We will just have to have patience and take this on a day-by-day basis.

The daily news is changing by the minute, but we will get through this crisis. I again ask each of you to stay in contact with your fellow members via the telephone. Please check up on each other; our fellowship is a network of friends and can make us all stronger to face these daily challenges. This week, we canceled the seventh annual Lincoln Homecoming in August.

We will try going to a drive-in restaurant beginning in June; they have curb service to your car. If you want, you can now drive to one of several that are listed on the internet. Call us we are ready for a road trip or plan a trip with any one or more of our members www.onlyinyourstate.com/minnesota/drive-in-restaurants-mn/

Below is our schedule for the Harley Davison Museum tour to Milwaukee, Wisconsin, a four-day road trip planned by Bill Holaday. This event was moved from this spring to fall because of the birth of triplets in the Holaday family.

Thursday, October 1, 2020, 9 a.m. We will be meeting at Hudson, Wisconsin, at McDonald's, located at 2411 Crest View Drive, on top of the hill on the south side of I94. From there, we will depart for Milwaukee. There will be a lunch stop at noon-time, somewhere in the vicinity of the Wisconsin Dells. From there, it should take us about 90 minutes to get to the DoubleTree hotel in downtown Milwaukee. The hotel room fee will be \$149 per night; which includes two breakfast buffet tickets and private valet parking for our collector cars. Please call 414-273-2950 to make room reservations and ask for the "Lincoln Owners Group" rate. The hotel has a nice bar so that we can meet at 5 p.m. for libations, then dinner at the hotel restaurant; which is purported to be pretty good and moderately priced.

Friday, October 2, 2020, 9 a.m. We will be leaving the hotel for the Harley-Davidson engine plant on Pilgrim Road. For those of us who enjoy mechanical things, seeing how they're made is a great experience. I'll schedule a group tour around 10:00, so we can depart by about 11:30 to get us to the Harley-Davidson Museum for lunch at the H-D Museum cafe. From 1 p.m. onward, we will be doing a behind the scenes tour of the Museum, followed by time on your own to tour the exhibits.

Other activities could include taking a self-guided tour of downtown. Popular destinations include the Historic Third Ward with its many restaurants and taverns, the Milwaukee Art Museum on the lake, as well as shops and more bars and restaurants on the river walk. Milwaukee also has a trolley called HOP, which takes you to many of the most popular sites. According to its website, it is free to ride!

Later on, at 5 p.m., we will meet in the hotel lobby for a round or two of refreshments, followed by dinner at a nearby restaurant. Milwaukee and Wisconsin are famous for their Friday night fish fry. Bill will set up dinner somewhere with a full menu in addition to the fish fry.

Saturday, October 3, 2020, 9 a.m. We plan to leave the hotel for the Holy Hill attraction and Wisconsin Automobile Museum. This should be a beautiful drive. At this time of year, the colors should be excellent, and the route is over winding rural roads. Holy Hill is one of the highest elevations and affords a great view of the entire area. The Museum is about eight miles from there. We can decide on lunch before or after the museum tour. We plan on returning to the hotel by 5 p.m. for a brew or two, and group dinner, again at a restaurant close by.

Sunday, October 4, 2020. Breakfast and then on to Dan and Joyce Staehle's home and garages in Brownsville, Wisconsin. Dan and Joyce are located on the northeast side of the Horicon National Wildlife Refuge. After our visit with the Staehle's, we will start our journey homeward.

Our Facebook presence continues to grow with "likes" of up to 268 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook. Please check out our list of all the different Lincoln groups now on Facebook.

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

Bob and Mary Johnson

Board Of Directors - 2020

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2022
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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

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

Roger's 1942 Lincoln continued....

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to find a 1940 Lincoln-Zephyr coupe. Bob called from Florida and wanted to know if this serial number was for a 1942 Lincoln Continental Cabriolet. Roger looked it up and said it was, but asked if Bob could tell by looking at it. Bob said no because it had a Pontiac grille. The car had been in an accident and had been restored with a makeshift Pontiac grille. The car was originally purchased in Florida. It is #100 of the 136 Lincoln Continental Cabriolets built for 1942. The car was bought in Clearwater, Florida, by the dentist and his friend, and the color was white at the time. The build sheet from the Dearborn Museum showed that the car was initially Honduras, Coach Maroon.

Bob purchased the car and brought it home. Roger looked at the car and found it to be a lousy restoration that looked like it had been painted with a broom. The dentist said he was going to restore the car along with another man named Rich. Roger helped them look for parts, and they found a lot of parts.

One day Roger asked Bob, "who is this Rich?" He said his name was Rich Brisbois. Roger said he knew him from high school. He made a radiator for Roger's Model T. Roger had not seen Rich for more than 40 years. It turned out that Rich remembered Roger, and he remembered making the Model T radiator.

So Bob and Rich started the restoration, and they got to the point where it needed a new front end. They wanted to send the body and frame out to a restoration shop. They wanted a real good restoration shop; Roger recommended Bob Lorkowski Classic Auto Restorations in Cameron, Wisconsin; who restored cars for Pebble Beach. So the car was taken to Wisconsin, and it was there for some time. Then Rich called Roger and wanted him to recommend somebody who could assemble the car. The car was

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Another view, Roger Wothe's '42.

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her mother because it went well with their last name.

A Roman Catholic, Fawcett began her early education at the parish school of the church her family attended, St. Patrick's Roman Catholic Church in Corpus Christi. She graduated from W. B. Ray High School in Corpus Christi, where she was voted "most beautiful" by her classmates in her freshman, sophomore, junior, and senior years of high school. Between 1965 and 1968, she attended the University of Texas, where she studied microbiology before switching her major to art.

In her freshman year of college, she was named one of the "ten most beautiful coeds on campus," and it was the first time that a freshman had been chosen for the honor. Her photos were sent to various agencies in Hollywood. David Mirisch, a Hollywood agent, called her and urged her to come to Los Angeles. She turned him down, but he continued for the next two years. Finally, in the summer of 1968, Fawcett moved to Los Angeles, initially staying at the Hollywood Studio Club, with her parents' permission to "try her luck" in the entertainment industry.

When Fawcett arrived in Hollywood at age 21 in 1968, Screen Gems signed her to a \$350

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Northstar Monthly Board Meeting Minutes

April 2, 2020

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order on a conference call to the board members at 6:30 p.m. Members present on the conference call were Bob Johnson, Dave Gustafson, Bill Holaday, Jeff Eisenberg, Bob Roth, Jay White, Matt Foley, Tom Brace, Roger Wothe and John Talbourdet, L.C.O.C. National President. Another regional member present was Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

John Talbourdet announced the Grand National Meet (the Homecoming) to be held at Dearborn and Hickory Corners is planned to go ahead as scheduled in August 2020. Regional Director Bob Johnson said the Homecoming Committee will meet on April 14 to decide the fate of the Homecoming Meet. The Memorial weekend Meet at Bloomington Lincoln will probably move to July or September. Bob observed the passing of longtime member Brad Yoho.

Member Bob Roth said that the Cheshire Park has been reserved for a picnic on July 27, at the next meeting the Board will decide if the picnic will be catered, potluck or food truck and if picnic will be rescheduled for a later date...

Member Bill Holaday announced that the Board will wait to decide whether or not to go ahead with the Harley Davidson Museum tour in Milwaukee scheduled for October 1-4.

Activities Director Jay White announced that the Facebook page now has 262 "likes."

Treasure Matt Foley reported the treasury balance to be \$3,679.48, with all bills paid.

Membership and Publications Director Dave Gustafson reported that the Cadillac Meet scheduled for September had been canceled. He needs more "My Pride and Joy" articles, or he threatens to fill the monthly newsletter with anything he can find!!!

There being no further business, the telephone conference meeting was adjourned at 7:05 p.m. The next Board Meeting will be held via a conference call on May 7 at 6:25 p.m.

Respectfully submitted by Secretary Roger Wothe

Roger's '42's Continued...

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-a-week contract. She began to appear in commercials for such products as Noxzema, Max Factor, Mercury Cougar automobiles and Beautyrest mattresses, among others. Her earliest acting appearances were guest spots on *The Flying Nun* (1969), and *I Dream of Jeannie* (1969-70). She made numerous other TV appearances, including *Getting Together*, *Owen Marshall: Counselor at Law*, *Mayberry R.F.D.*, and *The Partridge Family*. She appeared in four episodes of *The Six Million Dollar Man* with husband Lee Majors, on *The Dating Game* and *S.W.A.T.*, and had a recurring role on *Harry O* alongside David Janssen as the title character's girlfriend, Sue. She had a sizable part in the 1969 French romantic-drama *Love Is a Funny Thing*. She played the role of Mary Ann Pringle in *Myra Breckinridge* (1970).

In 1976, Pro Arts Inc. pitched the idea of a poster of Fawcett to her agent. A photoshoot was then arranged with photographer Bruce McBroom, who was hired by the poster company. According to friend Nels Van Patten, Fawcett styled her own hair and did her makeup without the aid of a mirror. Her blonde highlights were further heightened by a squeeze of lemon juice. Fawcett selected her six favorite

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to wake the owner, so I went to the motel and brought back to a shop in Minnesota. The owner of this shop was at a real disadvantage because he had not disassembled the car. Roger would go over to this place once or twice a week, and he could see that the man was really having a struggle. In the meantime, Rich passed away. He was the one who was financing the restoration. So there sat the car and a trailer full of parts, but nothing was assembled. Rich's family called Roger and asked if he was interested in buying the car. Roger said he was interested, but he knew how much money they had in it, and Roger told the family the car might never be worth that much. They said they knew that and asked Roger to make them an offer. Roger made them an offer, and that's how he got the car.



Rogers '42 Coupe, a work in progress.

Then it took two years for Roger to round up the missing parts and put the car together. Roger had to do all the wiring, put all the mechanical parts back in the car, and do the interior. He got a lot of help from Tim Purvis, who has since passed away. Roger had no color samples of Honduras Coach Maroon to go by, so he made up a bunch of samples and sent them to Ed Spagnolo. Ed picked out the color, which turned out to be very close to a 1958 Mercedes color. So the car is painted with this maroon German paint.

Roger said he would never have gotten the car done without the help of members of the North Star Region. The engine was the biggest problem of all. It leaked and burned oil and got to the point where it only got 35 miles to a quart of oil. Finally, a year ago, Roger found another V-12 engine and spent the winter rebuilding that engine. This engine was put in the car only a week before the Duluth Meet. The trip from Minneapolis to Duluth was the first trip for the car with the new

engine, and it burns no oil and is doing fine. When Roger pulled the earlier engine out of the car, it looked like a 100,000 mile engine that had never been rebuilt properly.

Roger finished the car just in time for the Mid-America National Meet in Red Wing, Minnesota, in 2002, where the car received a Primary First and a Lincoln Trophy. The next year he took the car to Dearborn for Ford's 100th Anniversary, where it won the E.T. Gregorie Trophy. After that, the car was only in local meets until the 2008 Mid-America National Meet in Duluth, where it won its first Emeritus Award.

At present, there are 18 1942 Lincoln Continental Cabriolets listed in LCOC. California has seven, the most of any state. David and Julie Miller, Santa Margarita, California, brought another maroon one to the 2008 Western National Meet in Irvine, California. Gregg and Loraine Zulim, Dinuba, California, own two. Den and Jan Fenske, Channel Islands, California, had one featured on the front cover of the July-August issue of *Lincoln and Continental Comments*. Mike Gerner in Florida has a whole collection of 1942s, including two Cabriolets. Bob and Jean DiCarlo in Painesville, Ohio, have the best-known one in LCOC. But John Malta, Mesa, Arizona, has them all beat by owning one that originally belonged to fan dancer Sally Rand!

An article written by Den Fenske in *Continental Comments #184* in 1991, has accounted for 27 of them. Mike Gerner has accounted for even more. He says that since 1953 when the club was founded, 59 have surfaced, but that does not mean that 59 can be accounted for today.

Gerner says that 12 Cabriolets were initially equipped with Liquamatic, but no Liquamatic equipped Lincoln Continental Cabriolet, or coupe or Lincoln-Zephyr, is known to exist today. Liquamatic was only produced from January 6 to 21, 1942, and only 273 Lincolns and Lincoln Continentals were so equipped. All were recalled to be equipped with standard transmissions. The exchange meant a new engine because the Liquamatic engine had a block three inches longer than the standard transmission engine. Roger also has a 1942 Lincoln Continental Coupe, equipped initially with Liquamatic. Mike Gerner says that only one Liquamatic unit survives today, and it is not in a car. Liquamatic Lincolns had the *Liquamatic* nameplate on the glove box.

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 pictures from 40 rolls of film, and the choice was eventually narrowed to the one that made her famous. The resulting image of Fawcett in a one-piece red bathing suit is the best-selling poster in history.



Due to the popularity of her poster, Fawcett earned a supporting role in Michael Anderson's science-fiction film *Logan's Run* (1976) with Michael York. She and her husband, television star Lee Majors, were frequent tennis partners with producer Aaron Spelling. Spelling and his business partner eventually chose Fawcett to play Jill Munroe in their upcoming made-for-TV movie, *Charlie's Angels*, a film of the week which aired March 21, 1976, on ABC. The movie starred Fawcett (then billed as Farrah Fawcett-Majors), Kate Jackson, and Jaclyn Smith as private investigators for Townsend Associates, a detective agency run by a reclusive multi-millionaire whom the women had never met. Voiced by John Forsythe, the Charles Townsend character presented cases and dispensed advice via a speakerphone to his core

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John and Dorothy's 1946 Zephyr



Palmer's 1946 Zephyr

The following story was written by Tim Howley and first appeared in issue 286 of Continental Comments. It was based upon an interview with John and Dorothy Palmer of Barnum, Minnesota, by Tim at the Mid-America show held in Duluth, Minnesota, in 2008. It is a nice short story, and we are pleased to rerun it at this time.

There were three late forties sedans at the 2008 Mid-America National Meet in Duluth, Minnesota. Two of these were 1946 models, which are somewhat different from 1947 and 1948. One '46 was entered by John and Dorothy Palmer of Barnum, Minnesota, about 30 miles south of Duluth. This was the car's first showing at a LCOC National Meet, and it won a Primary Second.

John does not know a lot about the car, but it appears to be mostly restored. The Palmers bought the car at an auction in Branson, Missouri, in the spring of 2007. All John knows is that the car was owned by an older man in Arkansas who probably had the restoration work done. He became ill and was forced to sell the car. He sold the car to a small car dealer because he didn't want his children to get it when he passed away. The dealer brought the car to the auction at Branson.

The car runs exceptionally well, probably because the engine and all the mechanicals have been rebuilt. However, the overdrive did not work when the Palmers bought the car.

John had a different transmission and overdrive put in the car. The overdrive works fine now, and John believes the car gets around 17 mpg on the road; which was the mileage Lincoln advertised when these cars were new. The Palmers mainly take the car to small shows around Minnesota.

The Palmers are real Lincoln fans. They have 11 Lincolns, including the 1946, a 1956 Mark II, two 1958s including a convertible, two 1970 Mark IIIs, two 1976 Mark IVs, a 1980, a 1990, and a 1998 Town Car.

There were never three separate years for 1946, 1947, and 1948. There were only 1946 and early 1947, and later 1947 and 1948 models. The year is only designated by the serial number. The later models came in the spring of 1947 and were designated as "Spring, 1947" models. There were an estimated 12,600 of the 1946 and early 1947 models built and an estimated 23,700 of the later cars.

Here were the differences: For spring, 1947, there were ten new exterior colors, including a brilliant array of metallic colors for a total of 12 colors. On later models, a new chrome hood ornament on top of a brass sphere replaced the flying wing hood ornament. Early cars have diecast nameplates on the sides of the hood.

Later, cars have the Lincoln name in script. Early cars have hub caps with center hex hubs, while later cars have plain hub caps with the Lincoln script. Exterior door openers are push buttons on earlier models and pull out handles on the later models. There were different upholstery fabrics for each model with a wider choice of patterns and colors for the later models. On the later models, there were new colors for instrument panels and garnish molding.

A well-restored 1946-47 Lincoln sedan will probably bring in the high teens. A running but unrestored example might not bring much more than \$5,000. The Editor (Tim Howley) lost an excellent mostly original 1947 four-door sedan in the San Diego fires of 2003. Originally, he paid \$2,000 for the car. After doing much work, he sold the car to a friend for \$4,500, then repurchased it for \$5,500. After doing more work, he had nearly \$10,000 in the car. When it was destroyed by fire, it was insured for \$10,000, which was probably more than the car would have brought on the open market. Unfortunately, 1946-48 Lincoln sedans are not worth a lot of money, but they certainly are handsome cars.

Welcome to the Lincoln Family

By Matt Alioto, a new member from Casco, Wisconsin.



Matt's 1983 Town Car

My dad and I were cruising around our neighborhood one Saturday near Casco, Wisconsin (this was last summer) when I saw this big, long, and a quite attractive land yacht for sale at this gentleman's house. My dad and I were curious about it, so we stopped to take a much closer look.

My dad had two collector vehicles he would take to shows. One was a 1969 Ford Galaxie XLT convertible, and the other was a recently restored 1952 Chevy pickup. It had really spurred my interest in cars and made me want to get one of my own. Anyway, we had stopped to look at this huge car and saw that it was a 1984 Lincoln Town Car according to the sale sign. At the time, I knew nothing about Lincolns except that they were a fancy rich person's car. My dad knew a little more, but not much. To tell you the truth, I always had an interest in big cars, and I fell in love with this one right when I saw it. I also liked the fact the body was solid, the odometer read 17,500 miles (which could be 117,500 miles, still not sure) and it was only 2500 bucks.

So I convinced my dad that we take it for a ride, and it was like riding on the cloud. It ran great with no hiccups, that's when I decided I was going to buy it. My dad was trying to talk me out of buying it simply because he said the early 80s cars were finicky, he knew very little about them, and Lincoln parts were hard to find. It didn't sway me, so after some wheeling and dealing, I paid \$2,000 cash for (as we discovered later) a 1983 Lincoln Town Car.

We drove it home, and that's when the problems started. When we got home, the brakes starting grinding, which it didn't do on my test drive. We went to the auto parts store and got pad and rotors; they went in without much trouble. I then took for a test drive and

the front wheels we locking up. The brakes were smoking by the time I got back, and I had only gone a half a mile. We figured it needed new calipers which we couldn't find at the local store and had to go to Green Bay to get. My Dad and I put them in and went for another test drive; that fixed the problem, but then the car kept stalling at every stop sign and smelled too rich. We took it to my dad's car guy, and he said it was just the temperature sensor which he replaced for 40 bucks. That fixed the stalling problem, but it does have a little trouble starting and still is rich.

I just took it out today; it had trouble starting, but once I got it going, it ran well. My dad suggested that we put a new computer into it and see if that fixes some of the problems. After that, we have a few things to do to the body such as; a missing trim piece on the passenger's side door panel, a good buffing job to get out some scratches, a new headliner, a glove box latch, and fix some wiring so the trunk release will work.

All in all, it's a great car, and I'm happy to own it, fixing things can be frustrating, but I've learned so much. As far as the car itself, I especially enjoy the smooth ride, the styling, and above all, the size. There's just something about riding around in 18 feet of Detroit steel that makes a man feel good. With such harsh times in the last couple of months and everyone locked in their homes it feels good to jump in an old car and just drive. The great part is you don't have to be going anywhere; you can just go for a drive on a sunny day, enjoying the comfortable ride that a Lincoln gives you.



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team of three female employees, whom he referred to as "Angels." They were aided in the office and occasionally in the field by two male associates, played by character actors David Doyle and David Ogden Stiers. The program quickly earned a huge following, leading the network to air it a second time and approve production for a series, with the pilot's principal cast minus Ogden Stiers.

Charlie's Angels series formally debuted September 22, 1976. Each of the three actresses was propelled to stardom, but Fawcett dominated popularity polls and was soon proclaimed a phenomenon. She subsequently won a People's Choice Award for Favorite Performer in a New TV Program. In a 1977 interview with *TV Guide*, she said, "When the show was number three, I thought it was our acting. When we got to be number one, I decided it could only be because none of us wears a bra." Fawcett's appearance in the television show boosted sales of her poster, and she earned far more in royalties from poster sales than from her salary for appearing in *Charlie's Angels*.

In the spring of 1977, Fawcett left *Charlie's Angels* after only one season. After a series of legal battles over her contract with ABC, Cheryl Ladd eventually succeeded her on the show, portraying Jill Munroe's younger sister Kris Munroe.

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At the age of 50, she appeared in a pictorial for The July 1997 issue of Playboy, which also became a top seller. The issue and its accompanying video featured Fawcett actually using her own body to paint on canvas; for years, this had been one of her ambitions.

Fawcett continued to work in television and appeared in well-regarded made-for-television movies and on popular television series that included *Ally McBeal*, four episodes of *Spin City*, and four episodes of *The Guardian*. Her work on the latter show earned her a third Emmy nomination in 2004.

Fawcett began dating Lee Majors in the late 1960s. She was married to Majors from 1973 to 1982, although the couple separated in 1979. They had no children. Throughout her marriage (and despite the separation), she used the name Farrah Fawcett-Majors in her screen credits.

In 1979, Fawcett became romantically involved with actor Ryan O'Neal, and they had a son named Redmond James Fawcett O'Neal, who was born in 1985. In 1994, Fawcett told *TV Guide* that their relationship had some troubles. "Sometimes Ryan breaks my heart, but he's also responsible for giving me confidence in myself," she said. Fawcett ended the relationship after she caught him in bed with actress Leslie Stefanson in 1997. After their split,

(Continued on page 10)

Day-Tripping to Taylor's Falls



Like a big magnet, this sign pulls us into the Taylor's Falls Drive-In.

In an effort to overcome terminal boredom by members of the North Star Lincoln Club, Jay White offered to put together a "drive-by/drive-in trip to the well-known "Drive-In" in Taylor's Falls. The Drive-In that really is its name has been around for a long time and is one of the best-known drive-in's in Minnesota, bar none. Great burgers, crispy fries, and homemade root beer make for one great meal. However, if you insist, they will sell you a Pepsi, as the customer is always right.

So, a trip was planned for Wednesday, April 22, and we would meet there at 1:30 p.m. to miss the noontime rush. An email blast went out, and those who wanted to attend could drive there directly or meet at the White Bear city hall and caravan from there to Taylor's Falls.

The Drive-In worked great for us. Carhops took our orders and delivered the food directly to our cars. After dining, we could get out of our cars and interact with other club members from a safe, socially approved dis-

tance. A lot of our people came prepared with face masks and did their best to stay 6 feet apart. Some did not even get out of their cars. This plan did seem to work well, allowing us a reprieve from absolute boredom and a brief chance to see a few of our fellow North Star club members.

Turning out for this great afternoon were the following friends and members: Jack and Bill Fletcher, who belong to both the Lake Shore region and the North Star region and live in Poplar Grove, Illinois, left around 6 a.m. to join us for burgers. They easily won the long-distance award. Bob and Mary Johnson, who won the short distance award for driving all the way from Shafer, maybe 5 miles to attend. There is a rumor going around that somehow Bob engineered this event. Other members attending were Bob Roth; Karl and Sharon Flick, who drove up in their custom Zephyr sedan, just an excellent cruiser for the perfect day that it was; Brian Carlson, Mike Fiterman; Tom and Joan St. Martin, arriving in style in their classic dark blue Packard Super Clipper, a true classic in every sense of the word. Packards of that era were known for their excellent touring qualities, their very smooth running 356 cubic inch, nine main bearing engines. And the best part, Tom looks so good behind the wheel, we can easily forgive him for it not being a Lincoln. Anyway, it is not so much about cars as it is about friendships. Others attending were Ray and Jeanine Nelson, who got their Continental Coupe out of the garage for the day; Brad and Joanie Videen, joyful drivers of their exceptional 1956 Premiere coupe, and spent some time schmoozing up to Sweet Olga; John Zwinger, Brian Carlson, Roger Wothe, Fred Syrdal, Andy Strange, Harvey Oberg; Allan Homeier, arriving in style with his 1928 Lincoln model L; and finally your erstwhile editor, David Gustafson, who was too lazy to take the 1951 Cosmopolitan out for its first drive of the season.

All-in-all, it was a day well spent. We had some great food, we got to see a few of our members, and enjoyed some great scenery driving up and down the St. Croix Trail. There are some 15-16 other olde-tyme type drive-ins located in Minnesota. There is supposed to be a real good one up in Roseau, Minnesota. Now that would be a beautiful drive.

Testing a 1947 Continental

(Continued from page 9)

O'Neal's daughter Tatum O'Neal alleged that he physically abused Fawcett.

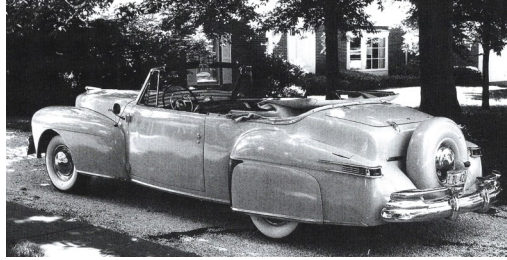
Fawcett dated Longhorn football star Greg Lott while they were undergrads at the University of Texas. Lott said they rekindled their romance in 1998 and had a "a loving, consensual, one-on-one relationship" until she died in 2009. He claimed Ryan O'Neal kept him from seeing Fawcett in her final days. "He kept me from seeing the love of my life before she died," he told ABC News. Fawcett's only child, Redmond James Fawcett-O'Neal, was fathered by Ryan O'Neal and was born January 30, 1985. He has struggled with drug addiction for most of his adult life.

Fawcett was diagnosed with cancer in 2006 and began treatment that included chemotherapy and surgery. Four months later, February 2, 2007, her 60th birthday, The Associated Press reported that Fawcett was at that point cancer-free. However, in May 2007, Fawcett experienced a recurrence and was diagnosed with stage IV cancer that had metastasized to her liver; a malignant polyp was found where she had been treated for the initial tumor.

Not wanting to proceed with a colostomy for treatment of her stage IV cancer, she traveled to Germany for treatments. In early April 2009, Fawcett was back in the United States and hospitalized. Fawcett was released from the hos-

(Continued on page 11)

From Science and Mechanics, June 1959. This article originally appeared in issue 291 of Continental Comments.



The late Tom Lerch's 1947 Cabriolet.

A man's sins catch up with him eventually, and we are no exception - expert Patrick Philippi has seen to that. Back in April 1958, when a reader suggested a test of "the most beautiful U.S. automobile built in the last 15 years, the Lincoln Continental." We said we'd try to locate one of these old-timers for testing. But we warned our reader he might have to settle for a test report on a Continental with a Cadillac engine in it. From what we had heard, that's the way a lot of these beauties ended up.

Such sinful rumor-mongering did not go unchallenged for long, early in May, the executive vice president of the Lincoln Continental Owners Club, Patrick A. Philippi set the record straight.

Wrote he: "B far the greater number of cars owned by our 600 club members till use the original V12 engine, and it has been the winner in weveral national Concourse.

And so, it came to pass that, after eating our Crow Saute, we put Mr. Philippi's lovingly-cared-for Lincoln Continental through her test paces.

Pat Philippi called her the Queen of the Classics. Does she deserve the title? And how will she compare, on performance points, with today's cars - or with other classics we have tested? To find the answers, suppose we take you along for a test ride.

Can't find the door handle? Well, try that pushbutton; you see where today's door handle would be. Works nicely, doesn't it. No, you don't need to duck down like that to get into the car - that's a bad habit you must have picked up from owning a recent model domestic car.

Go ahead; you take the wheel. Yep, she's mighty silent idler for her age, though she'll

do her share of roaring when you rev her up. Better baby that clutch action a little when you start out in low; otherwise, she's likely to shudder at the thought of going to work again. Those shifts are a cinch, though. She almost snaps into them with a straight, fast stick action.

Getaway? As you can see, it's nothing to write home about. Below, here's how she compares with some of the ancients and moderns we have tested.

	Acceleration times in seconds			
	0-30 MPH	0-60 MPH	20-40 MPH	20-60 MPH
1947 Lincoln Cont V-12 (4525 lbs.)	6.72	21.6	9.30	20.3
1934 Packard V-12 (5625 lbs.)	6.60	22.2	6.80	18.6
1938 Cord V-8 (4085 lbs. w/o blower)	5.52	21.0	8.70	22.7
1955 Lincoln Capri (4380 lbs.)	4.68	13.7	5.22	11.7
1959 Ford Custom 300 (3750 lbs.)	4.26	13.3	4.38	11.4

47 Continental performance data.

Feels mighty comfortable at cruising speeds, doesn't it? You'll find she's an excellent road holder. Probably takes more heaving and hauling to steer around corners than you're used to, but she doesn't heel over any more than the new cars. Yes, there is a suggestion of a rocking action when she hits the bumps, but she snubs them down well, don't you think?

Economy? Well, with the overdrive this test car had, she's far from being the spend-thrift you might suspect. Below are some mileage figures:

	Miles Per Gallon			
	Steady 30mph	Steady 60mph	Heavy Traffic	City/Country Cruising
1947 Lincoln Cont (w/o OD) V-12 (with OD)	15.3 19.2	11.9 13.9	10.2 11.0	12.8 14.9
1934 Packard V-12 (no OD)	10.3	8.8	7.2	8.7
1938 Cord V-8 (w/o supercharger)	19.8	13.4	11.7	15.4
1955 Lincoln Capri (no OD)	17.7	14.1	10.5	14.3
1959 Ford Custom 300	19.8	14.7	12.0	16.0

47 Lincoln economy comparisons.

Not bad, considering the weight, the twelve cylinders, and, of course, the age of the old gal. That "old gal" expression is just an affectionate term, of course. We don't mean to imply that the old Lincoln Continental is less than queenly. Certainly, she has always been a less-than-commonplace car,

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More on 1947 Lincolns

(Continued from page 10)

pital April 9. She was accompanied by longtime companion O'Neal, and according to her doctor, was "walking and in great spirits and looking forward to celebrating Easter at home."

A month later, May 7, Fawcett was reported as being critically ill, with Ryan O'Neal quoted as saying she now spends her days at home on an IV and often asleep. Fawcett died at 9:28 a.m. PDT June 25, 2009, at age 62 at Saint John's Health Center in Santa Monica, California, with O'Neal and her good friend Alana Stewart by her side.

TV had much more impact back in the '70s than it does today. *Charlie's Angels* got huge numbers every week - nothing really dominates the television landscape like that today.

Maybe *American Idol* comes close, but now there are so many channels, and so many more shows it's hard for anything to get the audience or amount of attention that *Charlie's Angels* got. She was a major TV star when the medium was clearly dominant. *Playboy* founder Hugh Hefner said: "Farrah was one of the iconic beauties of our time. Her girl-next-door charm combined with stunning looks made her a star on film, TV, and the printed page."

Kate Jackson said of her former castmate: She was a selfless person who loved her family and friends with all her heart, and what a big heart it

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ever since the day in 1938 when Edsel Ford had a unique car made to his specifications - one with a continental look, an air of elegance and quiet dignity. This was the original Continental, and public demand let to 3045 Continental coupes and 225 cabriolet convertibles being produced between 1939 and 1948. In 1940, a Continental hardtop sold for \$2640, and in 1948 a cabriolet sold for \$4260; which shows she was not built to mingle with the poor masses.

Although built on the Lincoln-Zephyr chassis, no two of these Continentals are exactly alike, a great deal of hand labor being used by some fairly imaginative workers as they built them. Wood dies faced with sheet metal were used. Fenders and hoods were sectioned from Zephyr pieces. All the delicate body contours were not shaped from sheet metal, as many owners have discovered from sandblasting the old finish - a lot of lead often comes off with the paint.

Over the years, the front spring has tended to settle in most Continentals, giving them a lower look in the front than was originally intended, but many of their owners prefer this. Those transverse springs really hold down the braking dip, by the way; it was only 1-1/2 inches - about as low a dip as any of our tests have ever recorded.



The 1947 Continental has a massive, but elegantly styled front end.

A queenly elegance shows up in the thick, durable leather seat coverings, the rich, copper-backed chrome used, a vacuum radio aerial switch, electric window controls, and the separate ashtrays, cigarette lighters, and armrests for the rear seat passengers. These same passengers can enjoy an unusual degree of cozy privacy, thanks to the cabriolet styling. And should they want air and lots of it,

the convertible top will open up with hydraulic ease. Door switches actuate front lights for entering. A fog light switch automatically turns off the headlights.

And what does the Museum of Modern Art think of all this? Said they: "Like the Cord, the Lincoln Continental is, basically, a box to which fenders have been added... The squareness of the luggage compartment, for example, is derived from its function, and the spare wheel without which it seems incomplete, is the perfect sculpture complement... The Lincoln Continental satisfies the requirements of connoisseurs while capturing the imagination of a public less preoccupied with the refinements of automobile design."

Now there are enough fancy words to satisfy any queen.



The Continental has such fine styling that it truly has endured the test of time.

Probably no car has ever gone down the road with as many different engines as the Continental: Cadillac, Mercury, Chrysler, Oldsmobile, Ford truck. Lincoln V8's, and at least one Jaguar engine have been used, to our knowledge. Despite this, most Continentals running today are powered with the original V12 engine.

There were two differing block designs; the larger block (used 1942-1946) had a 2.937 inch bore, was advertised to deliver 130 horsepower at 3600 or 3800 or 4000 rpm (depending on the sourcebook) and had a displacement of 305 cubic inches. Lincoln went back to the smaller bore in 1946 because both blocks had the same external size, and therefore foundry rejects from core shifting were as high as 90%.

Our test Continental used 6 quarts of oil for the first 280 miles, but only 3 quarts for the last 286 miles.

The World of Automobiles in the early 1920's

(Continued from page 11)

was. Farrah showed immense courage and grace throughout her illness and was an inspiration to those around her... I well remember her kindness, her cutting dry wit and, of course, her beautiful smile...when you think of Farrah, remember her smiling because that is exactly how she wanted to be remembered: smiling.

The song "Midnight Train to Georgia" had initially been inspired by Fawcett and Lee Majors. Songwriter James Dawn "Jim" Weatherly phoned Majors, who was one of his friends, but it was Fawcett who actually answered the call. Weatherly and Fawcett chatted briefly, and she told him she was going to visit her mother and was taking "the midnight plane to Houston." Although Majors and Fawcett were both successful by that time, Weatherly used them as characters in his song about a failed actress who leaves Los Angeles and is followed by her boyfriend, who cannot live without her. Eventually, the genders were swapped to a failed actor who leaves Los Angeles and is followed by his girlfriend who cannot live without him, a train replaced the plane, and Houston was changed to Georgia. The recording by Gladys Knight & the Pips attained the number 1 position on the Billboard chart in 1973.

From the internet...

The Lincoln automobile came into a world of at least 300 different makes of automobiles, possibly many more. Nearly every town of any size in the East and Midwest had its own make of automobile in the teens and twenties. While the Lincoln was introduced in 1920, evidently, all were registered as 1921 mod-els, and very few survive. There are only three 1921 Lincolns listed in the LCOC Directory for the 1921 model year, and only 10 for all years, 1921-1925.

In 1921, the most common body style was still the open touring car. This was because closed cars were very expensive, but also because people were used to driving open cars, despite their shortcomings. Touring cars had canvas tops, but no side windows. They had side curtains with small Isinglass windows. It was hard to see out of the windows, and the cars were very cold and drafty in the winter. Heaters were available, but not from manufacturers, and certainly not as standard equipment. They were not very efficient, and many were outright dangerous. While motorists in California could drive their cars year-around, people in other parts of the country put their touring cars up on blocks in the winter and took the trolley. Very wealthy families had two cars, an open car for summer, and a closed car for winter. It is hard to imagine a time when public transportation was better than it is today, but in the twenties, it was, especially the *Red Line* cars all over the greater Los Angeles area.

There were no convertibles with roll-up side windows in the early twenties. But there were "California tops." These were wooden tops covered with leatherette material that turned the touring car into a hardtop of sorts.

Many closed cars in the early twenties, including Lincoln, had split windshields. These were not simply built for style. They allowed for ventilation, and in some makes reflected glare from street lights away from the driver.

The early twenties were the first era of automobile accessories, such as the Boyce Moto-Meter, which replaced the radiator cap and told the driver his water temperature in a day and age before temperature gauges were placed on instrument panels. Other common accessories were muffler cutouts, spotlights, and hard as it is to believe today, bumpers. The strong, tubular Balcrank bumpers were very popular.

In 1921, America fell into a short but very severe recession. The Lelands could not have picked a worse time to introduce their new a Lincoln and a high priced car at that. 1,680,000 automobiles were produced in 1921, and more than a million of them were Fords.

The companies that survived were those that advertised, especially in the *Saturday Evening Post*. The leader in advertising was the relatively small Jordan Motor Car Company in Cleveland, Ohio. Jordan broke the mold of nuts and bolts advertising and came out with ads that sold the romance of motor-ing rather than piston displacement, type of springing, and horse-power. Jordan's *Somewhere West of Laramie* in 1923 is still considered one of the most famous automobile ads of all time. By contract, Lincoln advertising was highly formal, almost funereal, as evidenced by an ad for a 1921 Lincoln four-passenger coupe shown below.

**BEAUTY
THAT LIVES**

Even if your attention were drawn to nothing further than the exterior beauty of the new Lincoln, that beauty would immediately command, and merit, your respect.

For the perceptible things so pleasing to a Lincoln observer rest their appeal on three fundamentals. These are good taste, purity in design and refinement, and a quality that knows neither sparing nor compromise.

Are not these things the rudiments of that enduring beauty from which the years cannot detract?

L I N C O L N

Thomas Edison's 1923 Lincoln model L

Bill Holaday's \$100 Lincoln Burnout Machine



Judging from the photographs of my '73 Lincoln doing a massive burn out, it might appear that it was some kind of sleeper with a monster motor capable of shaming GTO's and Hemi Cudas. A real Hot Rod Lincoln. Unfortunately, that was not quite the case.

Many years ago, when it was still possible to buy older cars for almost nothing, I saw a dealer ad in the local shopper for a '73 Lincoln, bad motor, \$100. Irresistible! My friend, Dave Bauman, took me in his Pontiac to see the car, with a tow chain in the trunk, just in case.



Bill's \$100 Lincoln, not a bad buy!

The car turned out to be much more beautiful than I expected, decent paint except the sides, which had rust spots on all four doors and fenders, and some small holes along the bottom. But, overall, it was straight with good chrome and stainless, dark green with a matching vinyl top and matching leather interior that was in excellent condition. I paid the \$100, and we hooked it up to the tow chain.

Never mind that it was dark; there was no battery in the car, therefore no lights, we only had a few miles to my friend's house. What could go wrong? As it turns out, nothing. We made it all the way to his house before the patrol car pulled up with the lights on. Somehow we were able to convince the officer that we had only gone a short distance, and yes, we were done towing for the night. A stern warning, and a promise of no further wrongdoing!

I bought a 460 from a local junkyard for \$100. A case of Budweiser, a 12 hour Saturday, and it was up and running. I then signed up for a body shop course at the local tech school. For the cost of materials and about 10 Tuesday evenings of my time, I got the sides painted, and it looked pretty good.

But back to the burnouts. I'll leave it to your imagination

as to what might have happened when a group of young guys got together on a Saturday afternoon, and conversation may have happened as to how fast someone's car was compared to someone else's, or maybe whose would do the best burnout.

Now that the statute of limitations has run out, I feel safe sharing the physical evidence of what happened that day.

I remember that first, I tried to spin the rear tire by doing a power brake, with one foot on the gas and one on the brake. That sort of lifted the car up in a somewhat twisting motion, but produced only a tiny little squeak, and no smoke at all. Way too much traction for that to work, so next, I backed the car up slowly, and gently slipped it into drive, and then floored it. I got the tire to spin a little, but nowhere near what I was looking for.

I then made a fateful decision. I decided the only way it was going to do a good burn out was to back the car up as fast as it could go, dump it into low, and floor the gas. It was still going backward at a pretty good pace as the right rear tire started spinning forward. I kept the engine revving, held the brake with my left foot, which allowed the car to sit in one spot with the tire spinning. That produced the glorious smoke show, and as I eased off the brake, the black patch of rubber you see on the asphalt!



Looking at the pictures, I think I did it more than once before I destroyed the C6 transmission and the U joint by the rear axle. But even with the broken parts, the story does have a relatively happy ending. A \$100 C6 from the junkyard, another case of Budweiser, and about eight more hours of labor with my friend, and the car was back in business.

I had the car for a year or two, and it really was a nice car. It didn't deserve what it got from me that day, but I can say the engine and rear end didn't get damaged (much?). That old '73 turned out to be a quite dependable and enjoyable car. If I knew then what I know now, I would have just poured Clorox bleach on the ground in front of the right rear tire, giving the tire something to spin on, providing all of the smoke, and probably saving the broken parts!

I'll close this with a quote from George W. Bush that seems to say it all: "When I was young and stupid, I was young and stupid!"

The Welcome Wagon

by Francis Kalvoda Willmar, Minnesota. 320-235-5777
email: fjk@charter.net



Mark VII Welcome Wagon

As I write this, Micki and I are still hunkered down doing our part to prevent the spread of the Coronavirus. I did get a six-pack of Corona, but Micki said I should have spent the money on toilet paper. We are out of Corona but still have TP. We are doing well and hope that you and yours are fine, too. We are looking forward to getting a Lincoln out soon.



Matt Alioto with his 1983 Town Car.

This month, I am very pleased to introduce **Matt Alioto** from rural Casco, Wisconsin. You can reach Matt at 920-471-6694 or aliom5456@hotmail.com or N7431 Maple Road, Casco, WI 54205. Matt is an 'essential worker,' making two runs a day picking up milk from Wisconsin dairy farmers north of Green Bay, Wisconsin. He is also a member of the Air Force Reserve. THANK YOU for your service, Matt! He still helps on his uncle's farm. When the economy opens up, Matt wants to become a certified electrician. Matt grew up liking cars, especially his dad's (Jay Alioto) 1969 Galaxie XL convertible, and, more recently, Dad's 1952 Chevrolet pickup. Last summer, Matt was with his dad when they spotted a nice looking 1983 silver Lincoln Town Car. After a quick test ride, Matt was sold on Lincolns. He will tell you more in his story. Now Matt

enjoys looking for vintage Lincolns, and last fall, he brought home a light yellow 1973 Continental Mark IV. Matt is 28 years old, so he plans to enjoy Lincolns for many decades. Fellow North Star Lincoln and Continental Club members are very willing to offer help to anyone who has an appreciation for Lincolns, 'the finest car in the fine car field.'

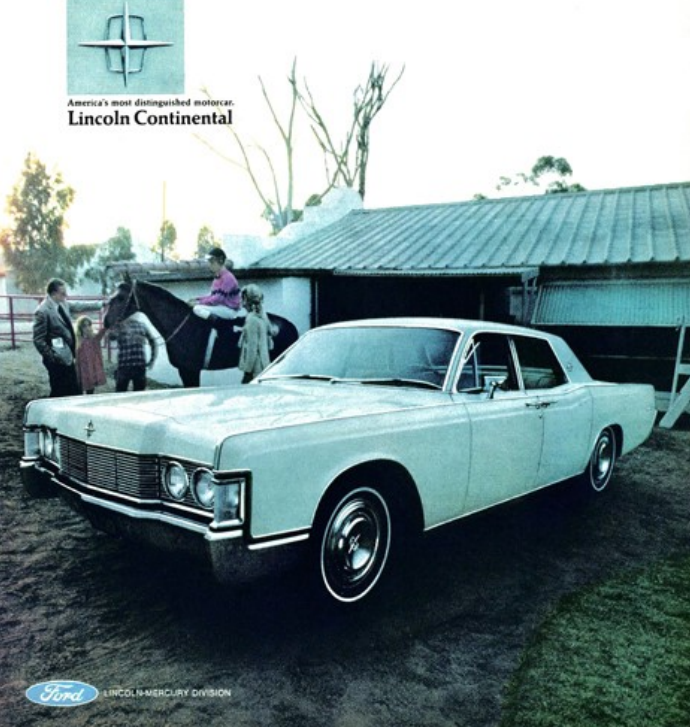
John McCarthy, LCOC membership chairman, asked Matt to become a member. Congratulations, John, for signing up the most new club members in the last year! Let's all join John and Matt in making all Lincoln Owners feel welcome in the LCOC.

We hope that when conditions permit, Matt will be able to make the trek over to the Twin Cities and take in some of our North Star activities.

Continental designers and engineers start with the finest car made in America.
They refine it: Wraparound parking lights and taillights.
A new front grille design.
Improve it: Instrument panel. Interiors. A smoother shifting transmission.
Test it over 2000 times. Then test it again: our 12-mile road test.
Only then is it ready for your approval:
the 1968 Continental.



America's most distinguished motorcar.
Lincoln Continental



The 1968 Lincoln was introduced, September 22, 1967 and had a total production run of 39,134. The Coupe was priced at \$5,746 and there were 9,415 produced. The Sedan was priced at \$5,970 and there were 29,719 built. The Executive Limousine cost \$15,104 and some 91 units went to new owners. Lincoln built its one millionth car on March 25, 1968. It was a Continental Sedan, finished in Huron Blue Metallic with a Dark Blue Chalfonte fabric interior.

Preview of Coming Events

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

12th Annual Memorial Weekend Lincoln Car show
Bloomington Lincoln - Hopefully, we can reschedule it to sometime this fall.

September **Brunch at Jax's Café**, Minneapolis, Sunday September date open. 1928 University Avenue NE, Minneapolis, Minnesota.
Classic car club Roundup, 4 to 8 PM September 8, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (M 55) Golden Valley, Minnesota

October **Milwaukee Road trip** to Harley Davison, Milwaukee trip October 1-4.
Annual North Star Catered Brunch and Auction, Sunday, October, 18, 2019
Morries in Long Lake, Minnesota
Classic car club Roundup, 4 to 8 PM, October 13, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway (M 55) Golden Valley MN 55427

November **Year-end Sunday brunch**, November 8, 2020, at 11:30 a.m. Lowell Inn, Stillwater, Minnesota

December **No North Star Activities planned. Please spend some quality time with good friends and relatives.**



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism

works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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www.northstarlcoc.org Click on publications.

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

North Star Activities

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

TWELVE CLASSIC MINNESOTA DRIVE-INS PERFECT FOR A SUMMER ROAD TRIP

Old-fashioned malts, a frosty mug of root beer, hot dogs oozing with chili or ketchup, and a big twisty cone with a perfect curl on top can only mean one thing: It's drive-in season in Minnesota.

While Winona's Lakeview Drive Inn dates back to 1938, most opened mid-century when post-war, automobile-loving America embraced any excuse to go out cruising and cool off. Today, these family-run drive-ins offer a tasty slice of Americana. Typically open April to October, many drive-ins also host cruise nights when classic car owners show up in restored Pontiacs, Buicks and Fords with their rocket-inspired chrome work, flashy curves and vintage colors. Now that you know the history, make plans to stop at any of these 12 drive-ins on your next summer road trip

GORDY'S HI-HAT, CLOQUET

With its checkered floor and red stools, Gordy's has beckoned travelers with battered fish and hand-pattied burgers laden with onions since 1960. Diners can order sides such as cheese curds and homemade onion rings, big malts, and lighter fare like the strawberry salad with house poppy seed dressing.

DARI-ETTE, ST. PAUL

The vintage red, white and green Dari-ette sign has proudly indicated this drive-in's Italian roots for more than 60 years. The menu does, too, with meatball subs, pizza burgers, Italian sausage, pasta and more, followed by sweet treats from root beer freezes to creme de menthe shakes.

DAIRYLAND, FERGUS FALLS

This bright-red restaurant with gingerbread-and-gingham charm has drawn customers for more than 50 years with broasted chicken, a trio of burgers stacked on French bread, and ice cream classics including banana splits. "Take a bite of our popcorn chicken and a fried cheese curd at the same time, and it's a little bit of heaven," says owner Jean Connelly. She and her husband, Pat, still have the old intercom from their earlier days of carhop service. For an extra treat, visit on a Wednesday night when a colorful parade of classic Chevys, Buicks, Pontiacs and Fords rumbles into the parking lot to make it feel like the 1950s again.

TIP TOP DAIRY BAR, OSAKIS

This Central Minnesota dairy bar has been a seasonal staple since 1955, serving cowboy burgers, pizza burgers and hot dogs with sundaes, banana splits, shakes and slushies like the "Jen," a mix of orange, cherry and Mountain Dew. Eat indoors or take it to Lake Osakis, just a few blocks away.

THE PEPPERMINT TWIST, DELANO

Highway 12 drivers can't miss this playfully pink drive-in painted with teddy bears and now in its third decade. Toddlers and preschoolers romp through fenced-in areas with a wooden train, wishing well and games. Don't miss the signature fresh raspberry shake. Plan B? Peppermint.

SUE'S DRIVE IN, PIERZ

This landmark drive-in from 1965 cooks up sizzling burgers and bacon supplied by another locally loved business, Thielen Meats. Located about 15 miles east of Little Falls and Highway 10, it's become a traditional detour for northbound vacationers.

THE DRIVE-IN, TAYLORS FALLS

With a giant mug of root beer on a pole out front, you can't miss this gathering spot where carhops bring juicy burgers and frosty mugs of homemade root beer to your vehicle. Bonus: 18 holes of mini-golf on site, plus hiking at Interstate State Park less than half a mile away.

ROSCOE'S ROOT BEER & RIBS, ROCHESTER

With its roots as a former A&W before reopening as Roscoe's in 1981, this orange-and-white striped drive-in serves award-winning barbecue such as pulled pork and brisket along with other favorites including JoJo potatoes and Philly cheese steak sandwiches.

EARL'S, ROSEAU

The cheery red-and-white exterior of this local favorite has welcomed diners since the 1940s. The staff still hand-patties its burgers, and makes homemade potato salad, coleslaw, chili, ribs and even deep-fried gizzards.

LAKEVIEW DRIVE INN, WINONA

Lakeview Drive Inn, on the scenic shore of Lake Winona and within view of the Mississippi River bluffs, earns the designation as Minnesota's most historic drive-in. This beloved summer gathering place has been flipping burgers for locals and travelers since 1938. Carhops still take orders for the half-pound Sugarloaf Mountain burger, bison and elk burgers, pork fritters and brats accompanied by frothy, frosted mugs of homebrewed sarsaparilla "Sno-Cap" root beer.

BARNEY'S, WASECA

Located along the shore of Clear Lake and just west of a popular summer campground, this iconic drive-in has been around since 1949 when steak burgers were only 20 cents. Carhops still bring customers Coney dogs and homemade root beer, and the sweetest parking spots face the lake.

THE COUNTRY DRIVE IN, WINTHROP

Like an oasis on the prairie for Highway 15 road-trippers, this stand has served classics from fried chicken to burgers for more than 50 years, along with an ice cream happy hour Monday through Thursday and treats like the Dreamsicle—frozen lemonade blended with orange flavor-burst ice cream.