

NORTHSTAR NEWS

Our Pride and Joy



Bob and Mary Johnson's 1979 Mark V
One Mark is never enough!

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.

On July 5th, 1994, I purchased a 1979 Lincoln Continental Mark V Car-tier, Champaign in color, that we have now owned for over 20 years.

This is the Lincoln that sparked our interest in car collecting and resulted in our association with the Lincoln and Continental Owners Club, which has taken Mary and I in directions that we would never have imagined way back in 1994.

In the fall of 1993, we attended a wedding and the wedding car was a Silver Lincoln Continental Mark V owned by the bride's father. The car was very beautiful and made a lasting impression on me. Up until then, Lincolns were just another automobile brand. Until 1994 we drove a series of Station Wagons, a 1968 Pontiac, a 1976 Ford, a 1982 Mercury, a 1983 Chevrolet, and it was time for a change. During 1995 and 1996 we attended several local car shows but no Lincolns were at any of these shows. While reading a Hemming's Motor News, I found an ad about LCOC and I joined in the winter of

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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Pride and Joy continued...

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1996 to find other Lincoln owners. The first page of the Comments magazine listed information about the North Star Region and who to contact. After joining the region we started attending region activities, I believe the first one was the joint potluck with the CCCA at Ellingson's. At this event I met Harvey and Faye Oberg, Tim and Gaye Purvis, and that planted the seed to become more involved with the Club.

What turned out to be our Mark V, was sitting in a used car lot in Center City, Minnesota, about five miles from our home. The test drive sold me, now I had to sell Mary. She thought I was crazy for wanting that type of car. But I still bought it. The car had 98,000 miles on it and was so neglected that there were cob webs in the back seat and the paint finish felt like 100 grit sandpaper from sitting under elm trees. After spending a lot of time washing, waxing and cleaning the car, it began to look very nice. It was never going to be a show car but an enjoyable driver. The Quarter top was shot so that was replaced along with a new set of Firestone 500 white wall tires. The winter of 1996 we took the car to San Antonio, Texas to see my best friends, the Kings. We then drove to Apache Junction, Arizona to visit my parents who wintered there for over 20 years. The only trouble we had with the Mark V on the trip was the quarter vent window broke in New Mexico, but we were able to get that fixed in Apache Junction. That little vent window cost over \$400 but I was very happy they had the part in stock. The only time this car stranded us was in the fall of 2004 when the electronic ignition module failed, luckily the car was parked in my daughter's yard. About five years ago the car was vandalized; the hood ornament was broken off and stolen while at a garage for carbonator repair. I still need to get that replaced.

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Editors Message

November 2014

Trivia from the Internet



Nicola Tesla
1856 - 1943

Nikola Tesla, who was a trained electrical and mechanical engineer, was one of the most influential inventors of the 20th century. Eventually holding over 700 patents, Tesla worked in a number of fields, including electricity, robotics, radar, and wireless transmission of energy. Tesla's discoveries laid the groundwork for many of the 20th century's technological advances.

Nikola Tesla's life played out like a science fiction movie. He often had flashes of light

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We have been very fortunate to have some really great weather for this past October. It was perfect for a few more cruises in our beloved older cars before we put them away for the long winter ahead. In the last few days, I have been able to put a few miles on the 51 Lincoln, the 55 Cadillac Fleetwood and the 56 Imperial. These are not cars which are seen every day and always attract a little attention when parked near local businesses that I frequent. Part of the fun of the occasional drive in one of our older cars is answering questions about them from curious bystanders. Let's hope that we get a couple of nice weeks in November to make our driving season a bit longer.

Now is a good time to jot down what things your car may need to have it in good running condition, once winter leaves us next spring. If it needs some new parts, you can acquire them over the months ahead, and it will make things a little easier for you later.

Our potluck and auction at Morries in October was very well attended. I think that we may have set an attendance record this year. Our very sincere thanks to Morrie for allowing the North Star club to once again use his facilities for our potluck and opening his collection for our members to enjoy.

We have but one more event for this year, Sunday brunch at the Roasted Pear in Brooklyn Park. Be there at

11:30AM on Sunday, November 9th. Come join in the fun and see your friends for one more time this year. The food is good and the prices are reasonable.

Your board of directors has put together a tentative schedule of events for 2015. It is on page 15 of the news-



Olga is making the most of the season of leaves. She seems to be having fun running through them, and scattering them around after Marion has worked hard to rake them up.

letter. We have a mix of activities that offer a wide variety of interesting and fun things to do. Of course, we have our traditional Sunday brunches, a long time staple of our club, plus our Morries Memorial day weekend show, the Coon Rapids show. In addition, we will travel over to Kalamazoo, MI

for the Mid-America LCOC show, which will be held at Hickory Corners. Also, we will visit Sioux Falls, SD for a really "out state" car show. All promise to offer a nice time to all who come to our events, a chance to see some great cars and visit with really great people.

The center piece of our newsletter remains the articles about our favorite Lincolns. We can always use another article about your Lincoln. If you have experiences with 80's or 90's Town Cars, write an article and send it in. Not as glamorous as the Continentals or Marks, they were very good cars in their own right. We all would like to hear more about them.

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

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in his mind that revealed the design of innovative machinery, which he committed to paper, constructed, tested, and perfected. But all was not easy. The race to light up the world was fraught with rancor and animosity.

Tesla was born the son of a Serbian Orthodox priest in Smiljan, Croatia. He credited his innovative quest to his mother, an inventive homemaker who created appliances such as a mechanical eggbeater to help with the home and farm. Tesla studied at the Realschule in Karlstadt, the University of Prague, and the Polytechnic Institute in Graz, Austria, where he studied mechanical and electrical engineering.

In 1882, 24-year-old Tesla was working for the Central Telephone Exchange in Budapest when the idea for a rotating magnetic field flashed through his mind.

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October was a great month to drive and see beautiful Lincolns. The weather was some of the best of the year. The fall colors were absolutely beautiful to take in as Mary and I drove around the Shafer area and up and down the St. Croix Trail. It almost made up for the day and a half of Spring that we had.

I want to sincerely thank all of our North Star region members for attending so many of our regional and national events. Our members have attended so many different events at places scattered all around the midwest, that it is really hard to name all of our different members that have taken the time and traveled, in some cases, great distances to come to LCOC and North Star region events. Few other LCOC regions members turnout for events as our members do. We hope that you have had fun and enjoyed the time spent with other LCOC and North Star members. Our members make the club as good as it is. Well it is our Lincoln's that bring us together, it is the very nice people who belong to our club that keep us all coming back.

Our annual potluck and auction at Morries on Sunday, October 12th, was again the best. Morries auto collection makes this the extra special reason for attending our annual potluck and auction. This year was one of the largest attended events that our club has had in many years. Well over a 100 Lincoln club members and guests viewed one of the best collections between Chicago and Denver. We want to thank Morrie, and his staff for all the hard work that went into the preparation, setup and very interesting information passed on by John Minnick, Al Hagen, Doug Ladwig, and Gene Wendt.

Our last 2014 North Star Region activity for the year is our year end Sunday brunch, on Sunday, November 9th, at the Roasted Pear, 9690 Colorado Lane, Brooklyn Park. **Please RSVP by November 6th to Jay White, 952.432.5939, or email: jay@jwhiteandassoc.com.** We hope that you can attend. Our members are the best, and we hope that you will join us for fun and fellowship. Hopefully, the weather will be mild enough to take out the old Lincolns once more this year. There will be no planned North Star activities for December. We urge you to spend some time with your good friends and families during December. Here are the results from the October election of North Star Board of Managers. Incumbents Bob Johnson, Bob Roth and Jay White were once again re-elected to three year terms. We want to thank Richard Eilers for placing his name on the ballot to serve on the Board of Managers.

The North Star board meeting location has changed. It will now be at Morries Minnetonka Ford Lincoln dealership, 13400 Wayzata Boulevard, Minnetonka, MN. The last meeting for 2014 will be on Thursday, November 13th at 7:00 PM. For 2015, we will again try and have some of our board meetings before our Sunday brunches, if the restaurant does not charge extra for a private meeting room. All North Star members are always welcome to attend our monthly board meetings, and participate in the governing process.

We still are working on a tentative schedule for 2015 and it is in the back of newsletter, please contact Jay White if you have a place of interest to go in 2015.

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

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

October 9, 2014

Regional Director Bob Johnson called the meeting to order at 6:45 pm at the second floor conference room at Morrie's Ridgedale Ford Lincoln Dealership. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White and Roger Wothe. Board members absent were Bob Gavrilesco, Tom Brace, Harvey Oberg and Dennis Owens. Other regional members present were Mary Johnson and Bruce Freiberg. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director announced the Car of the Year to be revealed at the Annual Potluck and Auction at Morrie's was between Al and Kathy Longley's 1958 Continental Convertible, Larry Gordhammer's 1947 Continental Coupe and Brad and Joanie Videen's 1956 Premiere Hardtop. The Mid America Meet at Rockford was a great success with twenty-two members and seventeen cars from the North Star Region. The grille badges have been reordered and Harvey will have them at the Potluck. The Lincoln Museum Dedication pictures are posted on www.lcoc.org website.

Secretary Roger Wothe reported that he received over forty ballots for the Board election. Bob Roth, Bob Johnson and Jay White have been reelected to the Board. He also reported that he had received about one hundred ten RSVPs for the Annual Potluck and Auction.

Bob Johnson reported for Treasurer Harvey Oberg that the treasury balance is \$2,134.33 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have gained three or four new members in the past few weeks. The membership is about one hundred fifty-four.

Activities Director Jay White reminded us about the Potluck and Auction at Morrie's this coming Sunday. The Year End Brunch will be November 9th at the Roasted Pear in Brooklyn Park at 11:30 am. He also reviewed the suggestion for a Saturday morning cruise-in. The tentative schedule for 2015 was reviewed.

There being no further business, the meeting was adjourned at 8:00 pm. The next meeting will be Thursday, November 13th at 7:00 pm at Morrie's Ridgedale Ford Lincoln dealership.

Respectfully submitted by Secretary Roger Wothe.

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Tesla was determined to turn his idea into a reality but he was unable to find backing for the project in Budapest; thus, Tesla moved to New York in 1884 and introduced himself to Thomas Edison through a letter of recommendation.

Edison, the creator of the incandescent light bulb and the world's first electric lighting system in the commercial blocks of lower Manhattan, hired Tesla at fourteen dollars per week plus a \$50,000 bonus if Tesla could improve Edison's electric lighting system. Edison's system, a coal-burning electric generating station, was limited to supplying electricity to about a one-mile radius at the time.

Although Tesla and Edison shared a mutual respect for one another, at least at first, Tesla challenged Edison's

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Fall Potluck at Morries

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claim that current could only flow in one direction (DC, direct current). Tesla claimed that energy was cyclic and could change direction (AC, alternating current), which would increase voltage levels across greater distances than Edison had pioneered.

Since Edison didn't like Tesla's idea of alternating current, which would impose a radical departure from his own system, Edison refused to award Tesla the bonus. Edison said the offer of a bonus had been a joke and that Tesla didn't understand American humor. Betrayed and insulted, Tesla quit working for Thomas Edison.

Seeing an opportunity, George Westinghouse (an American industrialist, inventor, corporate entrepreneur, and a rival of Thomas Edison in

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Once again, our annual potluck and auction at Morries on Sunday, October 12th, was the best of the very best. The real treat is touring Morries auto collection which puts this fall event way over the top. Morries collection has cars from all the decades. This collection has cars of all types, all the way from the brass era through some very unique and special cars of recent years. There is truly something in this collection which will appeal to everyone.



Borgward Isabella

A treat for me was seeing a very nice Borgward Isabella, a four cylinder German coupe, of which very few were imported to this country during the 1950's. Douglas Brosveen, a classmate of mine, who attended UMD with me in the late 50's, drove one as a daily driver. We often chided him about owning a "backward". I would have thought it would be somewhat of a challenge to do any kind of servicing on it beyond lube and oil changes as foreign cars, beyond Volkswagens were a rarity in Duluth in those days. While in the late 50's, the Isabella was a bit strange looking, when compared to '58 Chev's, Buick's and Oldsmobile's, all heavily laden with pounds and pounds of chrome. The years have been kind to the poor little Isabella. Today they look pretty good. We are glad that Morrie now has one in his collection.

Morrie also has what will be a very nice dark blue 1950 or 51 Cadillac

Coupe deVille undergoing restoration. The bodywork and paint has been done and soon it will be all together. Coupe deVille's from 50-51 were absolutely great looking cars, well proportioned and looked good from any angle. They along with Lincoln truly represented what luxury was all about and what most car owners dreamed about owning if their ship ever came in.



1950 Cadillac Coupe deVille
Undergoing restoration

In going through Morries collection, I look at each car and think about how happy the original owner must have been on the day of delivery of the new car. The pride of ownership is different today than it was 60 - 70 years ago. Today, cars are commodities, years ago, they were dreams. And the day your dream was finally realized, you were truly the happiest person on earth. It didn't matter if it was a Chevrolet Master DeLuxe, a Ford V8 or DeSoto Custom. The day the new car came home with the first owner was indeed, very special. If the many cars in this great collection could only speak of their early years, oh, what great stories they could tell. We really want to thank Morrie and his great staff, including John Minnick, Al Hagen, Doug Ladwig, and Gene Wendt for their work in building this fine collection and preserving fine cars for us all to enjoy.

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More Fall Potluck

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his own right) bought Tesla's 40 U.S. patents for the polyphase alternating current system of generators, motors, and transformers.

In 1888, Tesla went to work for Westinghouse in order to develop the alternating current system. At this time, electricity was still new and feared by the public due to fires and electric shocks. Edison fed that fear by using smear tactics against alternating current, even stooping to the electrocution of animals to scare the community into believing that alternating current was much more dangerous than direct current.

In 1893, Westinghouse outbid Edison in lighting up the Columbian Exposition in Chicago, which allowed Westinghouse and Tesla to show the public the marvels and advantages of electric light and appliances via alternating current. This

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We had slightly over 100 people attending our potluck and auction. I think that the combination of the nice weather and the promise of seeing the great car collection helped swell the number attending. While, we had fewer actual members attend than in prior years, the number of guests totaled 45. Many of the guests were first time visitors.

Our potluck food was especially good, Dave and Marion Gustafson provided more than enough roast beef and meat balls, Tom Brace and Bob Gavrilesco brought KFC chicken and Mike Fiterman brought BBQ ribs for everyone to enjoy. We had an abundance of deserts, what a great choice of food, no one went away hungry. Perhaps next year, we should serve the deserts first.

Bob Johnson held a short membership meeting and presented our host, Morrie Wagener with a framed poster depicting 50 years of Lincolns done by John Walcek, the LCOC club photographer.



Lincoln stuff for the auction

Our auctioneer extraordinaire, Ed Myhre did his very best to squeeze the last dollar from what have been known in the past as those "tight fisted Lincoln people". At the end, Ed worked his magic and we raised over \$900 to help augment the club treasury. Ed was ably assisted by Tom Brace and Bob

Gavrilesco, who helped work the crowd and Dorothy Palmer, who recorded the bids.



Col. Ed Myhre working his magic



New members Matt Foley and Katie Jeffery tuned into Ed Myhre.

We had several members who attended this event for the first time, Matt Foley and Katie Jeffery (they announced that they will be getting married next May, congratulations are in order to a very nice couple), John Ewert, Keith and Jill Danner, Phil and Kari Skaar, along with Jensyn and Jacob; Dave Sandels, Mike Fiterman, Kevin and Kathryn Hardie, Norm Winer, Phil DeGreef, and Jon Cump-ton.

We hope that a few of the guests who attended will consider joining the club. At one time, our club was all about car shows on hot days. We have grown to much more than that, Lincolns are the common thread that brings us together, it is the fun and friendships that make our club one of the best. We look forward to seeing all

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demonstration of alternating current convinced J.P. Morgan, an American investor who had originally financed Edison, to back Westinghouse and Tesla in their design for the first hydroelectric power plant in Niagara Falls.

Built in 1895, the new hydroelectric power plant transmitted an amazing twenty miles away. Large AC generating stations (using dams on large rivers and power lines) would eventually link across the nation and become the type of power supplied to homes today.

Winning the "War of Currents," Tesla sought a way to make the world wireless. In 1898, Tesla demonstrated a remote-controlled boat at the Madison Square Garden Electrical Exhibition. The following year, Tesla moved his work to Colorado Springs, Colorado, in order to construct a high voltage/high fre-

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More Pride and Joy

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Over the years we have purchased several other Lincolns, mostly the Mark series, two Mark III's, Two Mark IV's, a Mark VI and two Mark VII's. Our 1989 Mark VII Custom Convertible is the car we take to the Lincoln meets, but this summer I've been driving the Mark V. In my humble opinion, this car with the long hood and short trunk is still the best looking Lincoln that was made. This car at 20 feet is still a very impressive looking car. The styling is sharp and crisp. It is not a small car, but it is very well proportioned and looks good from any angle. The Marks that followed the V's were smaller through each series, the VI's, the VII's and the VIII's. For a large car, the Mark V is a delight to drive. It's sheer mass does not make for great handling, but oh, the way it cruises so effortlessly down the highway. If you wanted to drive 600 - 700 miles in a single day back in 1979, this was really the car to do it in. Equipped with the 400 cubic inch motor, along with the two barrel carburetor, performance was as good as any other 1979 luxury car, possibly a bit better. Hot rod Lincolns would be along in seven years with the Mark VII LSC and it's High Output 5.0 liter V8.

If a person wants to get into the old car hobby, a decent Mark V is still a very good buy. As they were good selling cars, there are still a great many fairly low mileage Mark V's for sale at relatively affordable prices. And as luxury cars, they were most likely to be well cared for over the years. In all respects, this is a fairly modern car, easy to drive and maintain. Most Marks were sold fully optioned and the list of accessories goes on forever.

Fall Car Show

This past September 13th, we held our 8th annual Lincoln fall car show at Luther North Country Ford Lincoln in Coon Rapids. It turned out to be a beautiful Saturday, just right for a few hours of great cars and even nicer people. While we didn't set a record for show attendance, we had 18 really nice Lincolns show up, and a few for the first time.

Luther North Country furnished lunch and this year it was ARBY's beef sandwiches. They were really very good, and much appreciated by all North Star members.



Joanie and Brad Videen

At 2:00PM, the peoples choice ballots were tallied and the awards were given out. The first place, best of show award was presented to Cambridge residents Brad and Joanie Videen for their 1956 Premiere two door hardtop. It is a very nice, fully optioned car, and even is equipped with factory air conditioning, of which few Lincolns were equipped with during those years. Jay White from Apple Valley received the sec-

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More Fall North Star Car Show

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quency tower for the U.S. government. The goal was to develop a wireless transmission of energy using the vibrating waves of the earth to generate unlimited power and communications. Through this work he lit 200 lamps without wires from a distance of 25 miles and shot man-made lightning into the atmosphere using a Tesla coil, a transformer antenna he had patented in 1891.

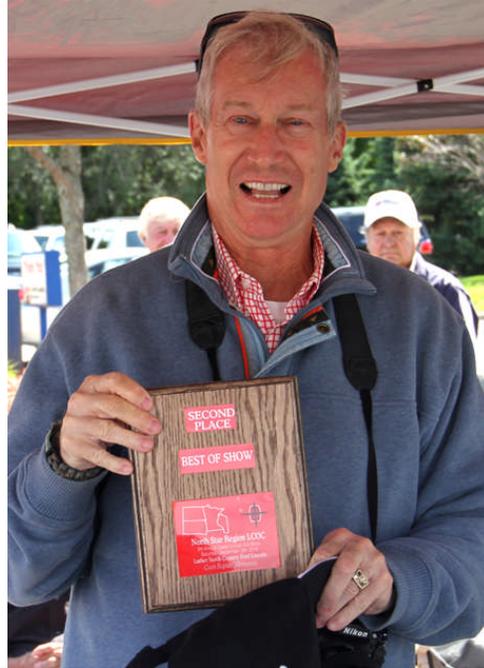
In December of 1900, Tesla returned to New York and began work on a "World-System" of wireless transmissions intended to link up the world's signal stations (telephone, telegraph, etc.). The backing investor, J.P. Morgan, who had financed the Niagara Falls project, terminated the contract upon learning that it would be "free" wireless electricity for all to tap into.

On his 75th birthday in 1931, the inventor appeared on

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ond place, best of show, for his 1964 Continental convertible.



Jay White

John and Dorothy Palmer of Barnum, received third place, best of show for their 1970 Mark III, a real beauty.



John and Dorothy Palmer

For the second year, our long distance award went to Gil Bage, the

man with a passport, and a nice looking 1997 Town Car. Gill came all the way from Lockport, Canada, which is very close to Winnipeg, about 7 plus hours away. Truly long distance.



Gil Bage

We had a few members who joined in the festivities, including Orlin Sutliff from Boyceville, WI; Harvey and Faythe Oberg of Woodbury; Bill and Donna Allen from Prior Lake and Bruce Freiberg from Buffalo.

Luther North Country very generously supplied some very nice items for those who attended, including tote bags and dealer caps. They also provided us with certificates for several oil changes. We were fortunate to be able to provide door prizes for all who attended.

We want to thank Mike Swoboda, General Manager, Sean Devine Sales Manager and Luther North Country, Ford-Lincoln for inviting us to this

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Contrasting Luxury Coupes

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the cover of *Time Magazine*. On this occasion, Tesla received congratulatory letters from more than 70 pioneers in science and engineering including Albert Einstein. These letters were mounted and presented to Tesla in the form of a testimonial volume.

On January 7, 1943, Tesla died at the age of 86 of coronary thrombosis in his bed at the Hotel New Yorker where he resided. Tesla, who had never married, had spent his life creating, inventing, and discovering. Upon his death, he held over 700 patents, which included the modern electric motor, remote control, wireless transmission of energy, basic laser and radar technology, the first neon and fluorescent illumination, the first x-ray photographs, the wireless vacuum tube, the air-friction speedometer for automobiles, and the Tesla coil (widely used in radio, televi-

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Comparing the 1977 Mark V and the 1978 Cadillac Eldorado. By Jeff Koch, originally appearing in Hemmings Classic Car.



Best of the best Luxury coupes, the Lincoln Mark V and the Cadillac Custom Classic. The Mark V set sales records, and over 80,000 were sold during the first year.

In the late 1970s, the age of personal-luxury coupes had reached its peak, with even affordable brands like Chevrolet, Ford and Dodge dipping their toes in the personal-luxury waters. As a result, the true luxury marques, like Cadillac and Lincoln, needed to distinguish themselves from the more commercial, less prestigious nameplates--and between size and options, they did.

In order to take a closer look at their differences, we gathered together prime examples of the personal-luxury pinnacles from Ford and GM for a head-to-head comparison. And where better to conduct that comparison than in Palm Springs, California--the desert playground getaway of Hollywood's most influential?

Mike Steiner of Palm Springs counts this Arizona Beige/Demitasse Brown 1978 Eldorado Custom Classic among his fleet of 1970s-era Cadillacs. It was purchased new by Cinema Vehicle Services in Van Nuys, California, an outfit that supplies studios with transportation--whether for per-

sonal use or on the screen. (This particular Cadillac was seen briefly as Meg Ryan's chariot of choice in the movie *Hanging Up*.)

Just 2,000 Custom Classics were built in 1978, only 500 of which had the sunroof. Decked out in style, it also has every option you could order in an Eldorado that year, including Biarritz trim--all that's missing is the CB radio. Since taking possession of the car back in 2002, Mike has driven it nearly 5,000 miles.

John Burge, also of Palm Springs, owns the Continental Mark V, painted Medium Nectarine Diamond Bright Poly. Purchased in 2000 from the original Washington-state owner when her husband passed away and she felt it was too much car for her, John used his Mark V as a daily driver/commuter car when he was showing his real estate clients around town. It's simply a Mark V--no Cartier or Bill Blass designer trimmings here--which is not to say it's bereft of creature comforts. It has amassed just 67,000 original miles.

On to the numbers. Sales-wise, Lincoln was on top. First-year Mark V sales shot north of 80,000 units--the most of any single Lincoln Mark-series car, ever, with an additional 145,000 sold through the end of its run in 1979. Our 1977 model is among that record flock. In contrast, Eldorado sales held steady between 45,000 and 50,000 units from 1976 to '78: There was no rush to get the "last of the big ones" before the new model approached.

Strictly speaking, these two top luxury cars aren't exactly contemporaries--although a 1978 Mark V was, for all intents, the same machine as

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More about Marks and Cadillacs

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sion sets, and other electronic equipment).

In addition to all that Tesla created, he also had many ideas that he didn't have time to finish. Some of these ideas included massive weapons. In a world still immersed in World War II and that was just beginning to split into East vs. West, ideas of massive weapons were coveted. After Tesla's death, the FBI seized Tesla's belongings and notebooks.

It is thought that the U.S. government used the information from Tesla's notes to work on building beam weapons after the war. The government set up a secret project, called "Project Nick," which tested the feasibility of "death rays," but the project was eventually shut down and the results of their experiments were never published. Tesla's notes used for this project also seem to have been "lost" be-

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this 1977 model, so these cars did sort of duke it out on showroom floors across America. However, our Lincoln is a 49-state car, meaning it was equipped with the top-of-the-line 208hp, 460-cu.in. four-barrel-equipped V-8, and is a year older--California-only models' top engine was a two-barrel 400M. The Eldorado is powered by a four-barrel 425-cu.in. V-8, seen here in 180hp carbureted form, and retains all of the California smog equipment that it came with from the factory.

Upon slipping inside, you sort of fall into the pillowy-soft leather of the Cadillac, while the Lincoln's seats manage to feel both firmer and a little more slippery. Perhaps it's a mite unfair, with our Eldorado featuring Biarritz trim and our Lincoln featuring "base" interior trimmings, but the Cadillac's interior simply feels richer.

It's not just the leather seats, either: While the Lincoln's gauges look uniformly elegant, it's the rest of the Cadillac's trimmings that look, and feel, more opulent--particularly the door trims and the interior wood. Perhaps it's because Cadillac used real wood, while the Lincoln used a fake walnut appliqué. That said, looking at the dash, the Lincoln's gauges are far more readable than the Eldorado's comparatively tiny bar speedometer, and the Cadillac's clock, nestled in a blackened bar atop the dashpad that houses warning lamps and such, is hard to see at the best of times--and turns invisible if any light source dare peer through the windshield.

The Lincoln's interior seems marginally smaller, though whether this is an illusion encouraged by the Cadillac's completely flat floor is a

question for the ages. Both have plenty of shoulder room, and hip and elbow room are everything you'd imagine, but we were a little taken aback at how much the Eldorado's sunroof intruded into the cabin, thus reducing headroom significantly: We had to slump down a little if we were to keep from brushing our noggins on the headliner.

On the Eldorado, trying to close the bank vault-type doors can easily put your back out; the pull, located in the center of the door, doesn't offer a great deal of leverage, and you won't want to reconsider your decision to shut it once it's going, such is its momentum. That hard wooden door pull, by the way, is quite eager to seek out the funny bone in your left elbow and kick it. We managed to do that--twice. The Lincoln's door is no slouch either, and shuts just as solidly, but somehow you never feel in danger of hurting yourself while doing so.

Start the cars up, and the differences keep coming: Each idle has quite a different demeanor as well. The Lincoln is silent enough that ambient noise--trees rustling, traffic a couple of blocks away--will drown out the song of the large 460-cu.in. V-8. The Cadillac, by comparison, is rather vocal, with a bassy rumble that whispers vague promises of brio and grunt.

And so we drive. The Cadillac automatically locks when you shift into drive (most American cars today do that, too, but in the '70s, it was rare) and switches its headlamps on and off automatically when it's dark and when you shut the car down; the emergency brake disengages itself when you shift into D. All of these

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More Mark vs Eldorado

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fore the rest of his notes were sent back to Yugoslavia in 1952 and placed in a museum.

A state funeral was held at St. John the Divine Cathedral in New York City. Telegrams of condolence were received from many notables, including the first lady Eleanor Roosevelt and Vice President Wallace. Over 2000 people attended, including several Nobel Laureates. He was cremated in Ardsley on the Hudson, New York. His ashes were interned in a golden sphere, Tesla's favorite shape, on permanent display at the Tesla Museum in Belgrade along with his death mask.

On June 21, 1943, the U.S. Supreme Court ruled in favor of Tesla as "the father of the radio" rather than Guglielmo Marconi who had received the Nobel Prize in Physics in 1909 for his contributions to the development of the radio.

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items must be handled manually in the Lincoln. So, is it the height of opulence not to have to think about such mundane matters as headlamps and locks when you're driving, or does the Lincoln give a driver more credit for being able to handle ancillary controls as he sees fit?

On paper, the Lincoln should beat the Cadillac in terms of straight-line performance because it has nearly 30hp/30-lbs.ft. of torque advantage. Also, the Cadillac's weight transfer issues of front-wheel-drive are against it. The 3.00-geared final drive on the Lincoln versus the Cadillac's higher 2.73 ratio, combined with the Cadillac weighing roughly one corn-fed passenger more than its competition, all should spell doom for the GM car. Other touches that one could easily construe as sporting (such as alloy wheels on the Lincoln, versus the Cadillac's full wheel covers) would point to that outcome as well.

Yet, with both engines recently tuned and running well, the difference between them while accelerating was imperceptible. Which leaves us to speculate as to why--how--this could be. Was the heat (down to 104 degrees after the stars came out during our drive) the great equalizer this day? Was the lower-mileage Cadillac making good on the promise of its idle note? Who can tell? Both cars are smooth as pudding, but back-to-back, seat-of-the-pants evaluations surprised us: These two luxury cars are too close to call without a stopwatch.

Shifting is imperceptible with the Lincoln's big C6 automatic transmission; you cannot feel it through the body at all, and the engine is silent enough, even with judicious prodding

of the throttle, no clues are yielded there, either. The Cadillac's automatic transaxle makes for slightly harder upshifts--again, surprisingly so in a luxury car.

The ride quality on both cars defines the pillow-soft qualities that so enraged contemporary auto testers, but the full-frame Lincoln managed to seem both more isolated and more controlled than the unit-body Eldorado. Bumps rarely made it past the suspension, but they were more readily heard in the Cadillac's cabin. The Lincoln also seemed more sure-footed on the straight-ahead, with the Eldorado exhibiting a slight tendency to wander.

Similarly, in the handling department, neither car had a burning desire to be hurried, but the Eldorado rolled noticeably more than the Lincoln. And while both steering systems function as designed--to insulate from, rather than enhance the feel of, the road passing beneath the wheels--the Lincoln's steering simply felt quicker to respond to a twirl of the steering wheel, and had a slightly smaller on-center dead spot than the Cadillac.

For a couple of cars that are equipped with four-wheel-disc brakes, neither is particularly composed while stopping: Stand on the brake pedal, and both cars dive like bloodhounds on the scent. But the Lincoln's pedal (connected as it is to original 1977-spec pads) is nearly on the floor before it starts to bite; the Cadillac's is just as soft, but the brake pads grab somewhere closer to the middle of the pedal's travel.

But we were most surprised to discover that their character could be defined simply by looking out the

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The court's decision was based on Tesla's lectures of 1893 and possibly due to the fact that the Marconi Corporation had sued the U.S. government for royalties for using radio patents during WWI.

In his speech presenting Tesla with the Edison medal, Vice President Behrend of the Institute of Electrical Engineers eloquently expressed the following: "Were we to seize and eliminate from our industrial world the result of Mr. Tesla's work, the wheels of industry would cease to turn, our electric cars and trains would stop, our towns would be dark and our mills would be idle and dead. His name marks an epoch in the advance of electrical science." Mr. Behrend ended his speech with a paraphrase of Pope's lines on Newton: "Nature and nature's laws lay hid by night. God said 'Let Tesla be' and all was light."

From the internet...

More Fall Show

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Lincoln dealership and hosting this event by providing the location, lunch and door prizes.



Sean Devine, Sales Manager of Luther North Country Ford Lincoln was presented with a North Star Region plaque commemorating the 8th annual Lincoln car show hosted by his dealership.

Please let them know you appreciate their efforts in hosting this type of car show. Our area Ford Lincoln dealers have been very kind to our club over the years and we hope that you visit them the next time you are in the market for a new Ford or Lincoln car. Please don't forget that as members of LCOC you are eligible for the X plan which affords members additional discounts on all Ford products. It has never been easier to see a Ford product in your future.



More Coupes...

(Continued from page 12)

windshields of these two cultured beasts. The view down the hood of each intuits the very heart of each machine's moneyed personality. One exudes a quiet dignity despite its out-sized proportions, while the other seems to want to tell you, in no uncertain terms, just how really, really rich it is.

The gregarious Eldorado, with its flat expanse, announces to anyone within earshot, "Look at how wide I am! I own the road!" The Lincoln, with its center raised section starting at the lower corners of the windshield and tapering toward the upright, traditional Mark grille, instead seeks to direct your attention to the Continental star hood ornament. It's more of a gentle nudge and a suggestion than a shout--yet one that lets you know, in no uncertain terms, that you're driving a Lincoln, my friend.

It's easy to be tempted to paint the Lincoln and the Cadillac with the same four-inch-wide brush: big, fat, slow, numb, out of touch with the realities of the market, and so on. Anyone so inclined would do so at their own peril: Marketplace and acceleration aside, we found the Cadillac to be more outright opulent--surely a priority when purchasing such a machine?--and the Lincoln to be more of a driver's car if you've got even a whiff of a sporting urge about you.

Whatever your preference, both cars live in that rarest of air: coupes that capture the zeitgeist of the personal-luxury era, with badges that told you that the luxury was engineered in, not slapped on.



You May Be Interested in these Items for Sale

The space on these two pages is provided as a service to our readers who wish to place ads for automobiles, parts and other treasured parts that they wish to find new homes for. In an effort to keep our pages fresh, we will publish your ad for a period of three (3) months.

After that period of time, we will delete it unless we hear from you that you wish to have it continue for another three issues.



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.

Available winter storage for collector cars or boats: keyless dead storage in the heart of Edina. Free standing, 2 1/2 car garage, 25ft wide X 23ft deep, sheet rocked and insulated. 24/7 monitored security. Will hold 3 cars, boats, or combination. Rent 1, 2, or 3 spaces @ \$100/month.

Call Dave Kotz, cell 612.384.0566.



Northstar Region grille badges are now available.

To obtain yours, contact Harvey Oberg at 651.739.9754



For Sale:
Leaded Glass Lamps. Priced from \$50 to \$300.
Perfect for reading your Northstar News.

Call Dave Bodziak 612.788.3758

For Sale:
1993 Lincoln Continental **new** air suspension pump. \$125 Identifying numbers on unit are 3B484; F20C; 9B2G; and E90Y-5319-B call Don Peterson, Winona, MN 507.454.3010, 507.429.0476 or (office) 800.657.4422.

Preview of Coming Events

- January Sunday Brunch, Machine Shed, (Date to be determined) *Board meeting at 10:30 AM*
LCOC National Board meeting, Los Angeles, CA, January 15-17, 2015
- February CCCA Potluck/Auction, Firefighters Museum, 664 22 Avenue NE, Minneapolis, Saturday, (Date to be determined) at 5:00 PM. Please bring quality auction item as our Region gets 50% of proceeds. *Board Meeting at 4:00PM*
- March Sunday Brunch, Sole Mio Restorante, Woodbury, (Date to be determined)
- April Sunday Brunch Spasso, 17523 Minnetonka Blvd, Minnetonka. (Date to be determined) (family Style \$12.95) *Board meeting at 10:30 AM*
- May 7th Annual Memorial Day weekend car show, Morries Ford Lincoln, Minnetonka, MN Saturday, May 23, 10:00AM to 2:00PM *Board meeting at 1:00 PM*
- June Sunday, June 27th, 50th Wedding Anniversary, Mary and Bob Johnson's home, Shafer, MN. Just come and enjoy the moment, Food and refreshments will be served under a tent. Our family, friends and the North Star Region members are invited to this grand celebration. We will have a special area for Lincoln parking.
Eastern National Meet, June 10-14, 2015, at Concordville, PA
- July 12th Annual Outstate Classic Lincoln Car Show, Saturday, July 18, Sioux Falls Ford Lincoln, Sioux Falls, South Dakota. 10 AM to 2PM. *Board meeting at 10:30 AM*
- August LCOC Mid America National Meet. Hosted by the LCOC. August 6-9, 2015. All Lincoln owners are invited to participate. LCOC will have Judging and Exhibition non-judged classes.
Driving tour on way to Lincoln Museum event, we will visit the Pontiac Motor car museum, in Pontiac, Illinois on Tuesday, August 6th, then tour south of Chicago to Kalamazoo, Michigan.
- September 8th Annual Luther North Country Lincoln Car Show, Saturday, September 12, 10 to 2 PM
- October Annual North Star Potluck and Action at Morries in Long Lake, Sunday October, 4, 10 AM to 2 PM

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



Year End Brunch, Sunday November 9, 2014

Roasted Pear, 9690 Colorado Lane, Brooklyn Park.

Join us Sunday, November 9th, at 11:30AM at the Roasted Pear for our last North Star event of 2014. Meet with your friends and talk about what an exciting year 2014 was. Come and talk with your board members and offer suggestions for 2015. Door prizes for those who attend. Please RSVP by November 6th to Bob Johnson, 651.257.1715 email: arborbob41@aol.com or Jay White, 952.432.5939, email: jay@jwhiteandassoc.com

Northstar LCOC Board Meeting, Thursday, November 13th. All meetings will begin at 7:00PM, 2nd floor conference room, **Morris Minnetonka Ford Lincoln**.

All North Star members are invited to attend and participate in the governing process. Share your ideas and help make our club better.

After the meeting, sales staff will be available to take your order for a new Lincoln or Ford automobile.



January Sunday Brunch

Date will be in December Newsletter

**Machine Shed, Highway 94, exit 250
North on Inwood Drive 11:30AM**

We were there last March. It was such a nice experience that your board decided to return for our first brunch of the New Year. We will have our own area, so we can have some room to socialize with our friends and enjoy some of the great home cooking that the Machine Shed is known for. The prices are reasonable and the service is great. Come help celebrate our first activity of the new year. It will be a good day to get out of the house and find out about the exciting plans that the North Star Lincoln club has for 2015.

Please RSVP to Jay White , by calling 952-432-5939 or email jay@jwhiteandassoc.com.