

NORTHSTAR NEWS

My Pride and Joy



Definitely not your father's Continental

The Lincoln Continental has been around since 1939 when Edsel Ford had Bob Gregorie design a custom-bodied Zephyr convertible for his personal use in Florida. As virtually all of you know, the "Continental" became an instant hit and went into production in 1940. The war effort consumed all of our nation's resources, and no automobiles were manufactured from early 1942 until late 1945. Once again, Continentals rolled off the lines at the Lincoln plants, till production was stopped in 1948. The first generation Continental was a one of a kind, once in a lifetime car; which truly captured the hearts and minds of anyone who turned their head to look at this car. At rest or in motion, it has been described by many as one of the most beautiful cars of all times.

The Continental returned for a brief time in late 1955 as the Continental Mark II as a 1956 model and was produced through 1957. It, too, was a beautifully designed car, a two-door coupe and was intended to seat four people comfortably within its very luxurious interior. It was not intended to be a car for the masses, and the very high list price of ten-thousand dollars ensured its exclusivity. The average salary in the U.S. was about \$3,600 at the time, so there were a lot more lookers than buyers. Only about 3,000 of these exquisite automobiles were produced during the 1956-1957 Mark II model run.

The Continental name would come and go for the next 60 years, but would never again appear on a two-door coupe. And the size would vary considerably from the very large four-door sedans, largely upgraded base models, featuring the best of trim and interiors and very well-equipped to the smaller, more personal-sized sedans first introduced in 1982. There were several iterations of the Continental sedan produced until 2002 when very low sales forced Lincoln to halt production of this fine automobile. Lincoln wanted

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

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Board Of Directors - 2017

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@mchsi.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Morrie's Minnetonka Ford Lincoln in their conference room. Meeting time will be 7:00 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.

More Pride and Joy

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to devote their resources to their new LS small sedan, their venerable Town Car and the Navigator, their large sports utility vehicle, all capable of producing much higher margins than the Continental.

Once again, everything that is old is new again. After a 15 year absence from the new car market, Continental now occupies space in dealers' showrooms, side by side with its smaller cousin, the MKZ, the MKT, MKX and the MKC crossovers and the Navigator, a luxury sports utility vehicle.

The Continental is the largest four-door sedan in the Lincoln lineup. It ranges in price, depending on model and configuration from about \$45,000 all the way up to slightly over \$80,000. Most customers for this car will be spending somewhere near \$60,000 to get one equipped with the most popular accessories, trim and engine packages.



I have owned two Continentals, a 1997 and a 2001. Both were exceptional cars, right-sized for my needs and were adequately powered with the 4.6 Liter DOHC InTech engine. Rated at 275 horsepower, coupled to the Ford automatic overdrive four-speed transmission, the car performed very well between 30 and 70 miles per hour. This engine was noted for its frugality and on the highway would consistently do 24-25 miles per gallon at cruising speeds. I did feel a bit sad when Lincoln decided to discontinue this model.

I was somewhat interested in the announcement about two and a half years ago when Lincoln unveiled plans for the new Continental. There had been rumors for some time about the new model, even pictures of a design exercise of what one might look like if the green light was given for production. Now we had something firm. It would take al-

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Trivia from the Internet



**Eugene Allen
"Gene" Hackman
Born 1930**

*Eugene Allen "Gene" Hackman (born January 30, 1930) is a retired American actor and novelist. In a career spanning nearly five decades, Hackman was nominated for five Academy Awards, winning Best Actor in *The French Connection* and Best Supporting Actor in *Unforgiven*. He won three Golden Globes and two BAFTAs.*

*He first came to fame in 1967 with his performance as Buck Barrow in *Bonnie and Clyde*, in which he gained his first Academy Award nomination for Best Supporting Actor. His major subsequent films include: *I Never Sang for My Father* (1970), in which he gained his second Best Support-*

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Editors Message

November 2017

Gentle Readers.... October has been a fairly decent month weather-wise. Above average temperatures and not a lot of rain. Most of you have had ample opportunity this past month to spend a few hours with your favorite Lincoln cruising the highways and byways of our great state. Let us hope that our luck will hold a bit longer and we have a few more days in November to take a few short drives too.

Our best-attended event, the potluck and auction at Morries in Long Lake, once again, was a great success. We had well over 100 members and guests in attendance, enjoying some great food, some fine company and gazing wistfully over the vast sea of truly classic automobiles in Morrie's collection. If you have to ask the question; which is your favorite? It would be very hard to pick a favorite. Most of the guests would be prompted to say, "All of them." Of course, if you like Lincolns, there are plenty of those, ditto for Cadillacs, and most any other marque that you can think of. If it isn't there, wait a while and it will eventually be added to the collection. Perhaps, someday there will be a 1954 Pontiac Star Chief. That was my first really nice car and that model will forever have a soft spot in my heart.

Special thanks to Barb Wothe for searching out the very good pulled pork; which was served up at the potluck. Also thanks to those who brought chicken. It, too, was very good and was well accepted by all. It was so kind of all of our members to bring some great salads and won-

derful desserts; which just pushed us over the top.

We also want to thank Paul and Deb Andahl for making the trek all the way from Bismarck, North Dakota, along with the John Trandem contingency; who came down from Fargo, ND. We also had a new member, Matt Harbart; who came up from LaCrosse to spend the day with us. The long-distance award, clearly went to John and Jupie Hannon; who came the great distance from Fishers, (near Indianapolis), Indiana, to be with us. John retired from the Army (Colonel) last year and is an avid car collector. We hope that he will be able to attend our Mid-America show here in



Sweet Olga is singing a song to Barb Wothe, telling her how beautiful Karl Flick's custom Zephyr looks. Olga sure knows what looks good.

Minnesota next July.

Sweet Olga was in attendance, too. She was having a good time meeting a lot of our members; who kept telling her what a good-looking girl she was and rubbing her ears. She had been to the beauty parlor on Friday before the potluck, and she was really looking her best. Later, when we got home, she went into the kitchen, drank some water, and crashed on the living room floor. She was "dog tired" and within minutes she was soundly sleeping, dreaming wonderfully of the great day with all her many friends.

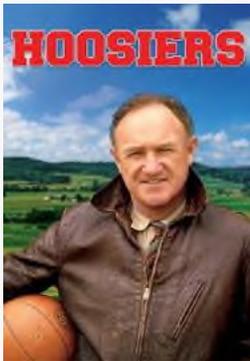
We also want to thank Morrie for his fine hospitality extended to the North Star Region and its members. We really appreciate being able to visit his very fine collection.

Till next month, David and Sweet Olga the Samoyed.

Directors Message by Bob Johnson November 2017

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ing Actor nomination; *The French Connection* (1971) and *French Connection II* (1975), in which he played Jimmy "Popeye" Doyle; *The Poseidon Adventure* (1972); *The Conversation* (1974); *Superman: The Movie* (1978), in which he played arch-villain Lex Luthor; *Hoosiers* (1986); and *Mississippi Burning* (1988), in which he gained his second Best Actor nomination.



His film roles during the 1990s featured: *Unforgiven* (1992); *The Firm* (1993); *Crimson Tide* (1995); *Get Shorty* (1995); *The Birdcage* (1996); and *Enemy of the State* (1998) Later roles included: *Behind Enemy Lines* (2001); and *The Royal Tenenbaums* (2001). Hackman's final film appearance to date was the romantic comedy *Welcome to Mooseport* in 2004, co-starring comedian Ray Romano.

Hackman was born in San Bernardino, California, the son of Eugene Ezra Hackman and

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How many of our North Star members have a Lincoln that has never been featured in our North Star Newsletter? PLEASE help us out and write a Lincoln Pride and Joy article for Dave to put in our newsletter. David has been going around in a funk, wringing his hands and whining continuously about members who keep promising to write an article about their favorite Lincolns and than not sending him an article. Let us give him a lift by sitting down at your desk with your desktop or your IBM typewriter or whatever you might use to churn out

your written prose and converting those thoughts to written words and sending them off to him today. All kidding aside, your stories are what make our newsletter the best. Let's hear from you soon.

This October is one of the prettiest falls we have had in years. Normally, the leaves are long gone by this time, but I'm still cutting grass. Today, Friday, October 20, we are going for a top-down convertible ride to enjoy both the fall colors and a day in the mid-70s.

Our annual potluck at Morrie's Classic Car Collection Sunday, October 15, was another fantastic day thanks for Morrie Wagener. Over 100 persons from our North Star Region again turned out to view the best car collection in the MIDWEST. We were really honored to be able to visit this awesome collection of automobiles and memorabilia that Morrie has assembled. The weather was just right and we had a new member join our region, Chris Augustine from Fargo, North Dakota. Our Auction netted us over \$550; which was very good when you consider that what we had was pretty sparse as in not much. Many of our members only come to this potluck and it is really great to see them. Again, we need to thank Roger and Barb Wothe for all the work they did to make this potluck another great event. Thank you, Roger. Thank you, Barb.

The North Star Region will be hosting the 2018 Mid-America National Meet and our hotel will be the Minneapolis Marriott West, 9950 Wayzata Blvd, St. Louis Park, MN 55426-1008. This Meet will start Wednesday, July 11, ending Sunday, July 15, 2018. The room rate is \$129.00 per night. A small number of king suites are available for \$159.00. Breakfast for two is included in the room rate. When reserving your room, please make sure to ask for the "North Star LCOC" special room rate. Secure your rooms now by calling 952-544-4400 and ask for Reservations. This meet will feature driving tours to three major car collections, Morrie's Classic Car Collection, Veit Automotive Museum and McDowall Collector Cars. Every night we will have some dining available at our host hotel.

Our November year-end Sunday brunch will be at Dangerfield's in Shakopee, on November 12, at 11:30 AM. Please RSVP to Jay White by Thursday night, November 9. We have been to Dangerfield's several times and our members have enjoyed a delightful atmosphere, great food, and good service. Let's all come together one last time for this year to spend some time visiting and talking about the North Star plans for 2018.

Our first North Star event for the new year will be a Sunday brunch on January 7, 11:30 AM. We will return, once again, to the Roasted Pear, in Brooklyn Park. Check out the detail on the back page of our newsletter.

No activities are scheduled for December so you can spend more time with family, good friends and loved ones over the Christmas and New Year holiday season.

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

Bob and Mary Johnson...

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

October 5, 2017

Regional Director Bob Johnson called the meeting to order at 7:04 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Jay White, Matt Foley, Bill Holaday and Roger Wothe. Other members present were Mary Johnson, Barb Wothe, and newly elected Board member, Larry Sasse. The minutes of the previous meeting and the agenda of this meeting were approved.

Directors' Reports

Regional Director Bob Johnson reported that Dave Nixon has moved to another Lincoln dealership and Brian Schrupp is the new General Sales Manager. A white ballot was proposed for the election of three new or renewing Board members. Jay White, Bob Roth and Larry Sasse were unanimously approved. The candidates for the 2017 Tim Purvis Car of the Year award were Lloyd Pearson and his 1940 Continental Cabriolet, Bill Allen and his 1978 Mark V and Bob (the other one) Johnson from Tyler, MN with his 1964 Continental Sedan. In a close race, Bob Tyler Johnson was the winner. RSVP for the Annual Potluck at Morrie's begins now. We have an auctioneer, a donation from Jeff Eisenberg, but still need a greeter and nametags and a gift for Morrie. The 2018 Mid-America National Meet will be held at the Minneapolis Marriott West, 9950 Wayzata Boulevard, St. Louis Park, Minnesota. The room rate for LCOC members is \$129.00 per night. You may call 952-544-4400, ask for "Reservations" and identify yourself as an LCOC member.

Treasurer Matt Foley reported the treasury balance to be \$2,734.81 with all bills paid.

Membership and Publications Director Dave Gustafson announced that the current membership is one hundred forty-seven. Please send him more "My Pride and Joy" articles.

There followed a general discussion with ideas for the 2018 activities, many of which can be found in the end pages of the *North Star News*.

There being no further business, the meeting was adjourned at 8:25 p.m. The next Board meeting will be held at Bloomington Lincoln, November 2, at 7 p.m. All members are welcome and encouraged to attend.

Respectfully submitted by Secretary Roger Wothe.

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Anna Lyda Elizabeth (née Gray). He has one brother, Richard. He has Pennsylvania Dutch (German), English, and Scottish ancestry; his mother was born in Lambton, Ontario. According to a plaque in a city park, he worked for a time as a dog catcher for the local animal shelter. His family moved frequently, finally settling in Danville, Illinois, where they lived in the house of his English-born maternal grandmother, Beatrice. Hackman's father operated the printing press for the Commercial-News, a local paper. As a teenager, Hackman knew Dick Van Dyke, who was friends with his older brother Richard. His parents divorced in 1943 and his father subsequently left the family.

Hackman lived briefly in Storm Lake, Iowa and spent his sophomore year at Storm Lake High School. However, he left home at age 16 and lied about his age to enlist in the United States Marine Corps. He served four and a half years as a field radio operator. He was stationed in

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More Pride and Joy

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China (Qingdao, and later in Shanghai).

When the Communist Revolution conquered the mainland in 1949, Hackman was assigned to Hawaii and Japan. Following his discharge, he moved to New York and worked in several jobs. His mother died in 1962 as a result of a fire she accidentally set while smoking.

In 1956, he began pursuing an acting career and joined the Pasadena Playhouse in California. It was there that he forged a friendship with another aspiring actor, Dustin Hoffman. Already seen as outsiders by their classmates, they were later voted "The Least Likely To Succeed." Determined to prove them wrong, Hackman moved to New York City. A 2004 article in Vanity Fair described how Hackman, Hoffman and Robert Duvall were all struggling California born actors and close friends, sharing apartments in various two-person combinations while living in New York City in the 1960s. To support himself between acting

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most another year, until January 2016 for everything to get firmed up and that the evolutionary/revolutionary Continental would be going into production with the first cars expected in dealers showrooms in late 2016 as 2017 models.

My curiosity was peaking. I was starting to notice articles in the various car publications about the new Continental. The motorhead's press, *Autoweek*, *Car and Driver*, *Road and Track* and *Motor Trend* all had a few articles; most were not particularly excited about the new Lincoln. But, for most of these magazines, unless the product is made in either Germany or Japan, it just doesn't seem to merit good press. I kind of think there is a little bias from most of the automotive press against good old US car companies. In August 2016, at the Lincoln homecoming at Hickory Corners, Lincoln had a few Continentals for people to actually get up close to and sit in. To me, the fit and finish and the overall quality were very good. This was a very nice; well put together car and I was impressed.

As I reported in our October issue, I did bite the bullet and brought home a new Continental. For a long time, I have been exhorting our readers to check out the new models, take one out for a drive and really consider buying a new Lincoln. It seemed only fair that I take some of my own advice and get one myself.

Now, after having one for two months and some 1,500 miles, I would like to offer the following comments. If you were expecting a Town Car, this is not that kind of a car. It is meant to compete (but not directly) with Cadillac, the BMW 5 series and the Mercedes-Benz C and E series. It does not have the sharp edge styling of the Cadillac, and it does not feature the sporting qualities of the BMW or Mercedes. In other words, you do not have to wear protective helmets when you drive the Continental. What it does, it does very well. It handles quite nimbly driving around town. It pushes around corners easily and likes

roundabouts, even the dreaded Robert Johnson Memorial round-about near Shafer. It shines its best, on boulevards or freeways, cruising effortlessly at any speed that you set for your cruise control. With the windows rolled up and the sun roof closed, it is eerily quiet inside the car.

You probably would be able to hear the clock ticking if it wasn't digital. Instead, you will just have to listen to your significant other prattle on incessantly, or if you are inclined to listen to the awesome Revel sound system reproduce your favorite tunes from an iPod or off one of the Sirius satellite channels.

To be competitive in the market place, the Continental must offer the same level of options that are contained in the cars that it must compete against. Good navigation systems, adaptive cruise control, 360-degree camera, adaptive headlights, 30 position seating and many other features.



The Continental is offered in three levels of luxury. First is the entry level, the Premiere, again a name from the past. Pricing for the Premiere begins at about \$45,000, and it is equipped with the 3.7-liter V6 engine. This is a smooth running package and will deliver good economy in either city or highway driving. The next model is the Select, which offers either the 3.7 liter V6 or the 2.7 liter V6 with two turbochargers. There are also some equipment and trim; which was optional in the Premiere, but is now standard in the Select. The Reserve line features the 2.7-liter twin turbo or the optional 3.0 Lincoln

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Pride and Joy continued...

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jobs, he was working as a uniformed doorman at a Howard Johnson restaurant in New York when, as bad luck would have it, he ran into a despised Pasadena Playhouse instructor who once told him he was not good enough to be an actor. Reinforcing "The Least Likely To Succeed" vote, the man said to him, "See, Hackman, I told you, you wouldn't amount to anything." From then on, Hackman was determined to become the finest actor he possibly could. The three former roommates have since earned 19 Academy Award nominations for acting, with five wins.

Hackman got various bit roles, for example on the TV series *Route 66* in 1963, and began performing in several Off-Broadway plays. In 1964, he had an offer to co-star in the play *Any Wednesday* with actress Sandy Dennis. This opened the door to film work. His first role was in *Lilith*, with Warren Beatty in the leading role. In 1967, he appeared in an episode of the television series *The Invaders* entitled *The Spores*. Another supporting role, Buck Barrow in 1967's *Bonnie and Clyde*, earned him an

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exclusive twin turbo engine that is rated at 400 horsepower. Checking this box on the order form also gets you the All-Wheel Drive feature, a necessity to handle the power from this engine and get it to the pavement in an orderly manner. Continental has a Black Label option; which provides for upgraded interior trim levels, much beyond the level that comes with the Reserve model. Black Label also gets you the concierge service; which provides for dealer pickup and delivery for all maintenance, including normal routine service, such as oil changes, service where you would have to take time out of your busy day to take the car to your dealer for service. Lincoln is trying hard to break out of the image of having their cars next to Ford 150 trucks in a combined Ford Lincoln showroom.



I previously mentioned "adaptive cruise control." Cruise control has been around for a long time — since the 1960s. The newest iteration of adaptive cruise control raises the bar somewhat higher. Pressing the activation button on the steering wheel will turn the option on. When you are at the speed you want to maintain, you press the "set" button; which locks in your speed. Should you come up to a vehicle in your lane that is going slower, front sensing radar will automatically lower the speed of the Lincoln to match the speed of the car ahead of you. Whatever the speed of the car ahead of you is going, the Continental will match that speed, either faster (up to

the preset limit) or slower. Should the car ahead of you stop, the Continental will also stop. If the car ahead pulls forward, the Continental will also move ahead, with out any intervention on your part. Should the car ahead remain stopped, you may elect to turn into another lane and go around, at which time if the road ahead is clear, the Lincoln will resume the preset speed.

Most cars today have electric door locks. The Continental raises the standard by quite a bit with their new "soft-closing" door latches. The newly restyled outside door handles; which are artfully incorporated into the beltline molding contain a switch, when squeezed by your finger, activate the electric release mechanism, opening the door. When exiting the car, gently letting go of the door, when it hits the first stop, the mechanism takes over and cinches up the door, firmly closing the door all the way shut. From inside the car, there is a door handle with a button in the center and when pushed, electrically releases the locking mechanism, opening the door. There is no need ever to slam a door shut anymore with the "soft-closing" system. Locking the doors automatically activates the alarm system; which will sound if any entry is attempted from outside the vehicle. In addition to the "perimeter" alarm; which is connected to the hood, doors and trunk lid, there are sensors inside the vehicle which will activate the alarm if motion is detected from inside the car. I found this feature by accident. One cool day, Olga and I went to the grocery store. This is one of the few places where she cannot go, so I cracked the windows a bit and left her on the back seat and went into the store to get a few things. When I came out, the lights were flashing, the horn was beeping, and some people were standing around the car, watching Sweet Olga looking back at them in total wonderment. After checking in with Bloomington Lincoln,

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Academy Award nomination as Best Supporting Actor. In 1968, he appeared in an episode of *I Spy*, in the role of "Hunter", in the episode "Happy Birthday... Everybody".

In 1971, he was nominated for the Best Supporting Actor Academy Award again, this time for 1970's *I Never Sang for My Father*, working alongside Melvyn Douglas and Estelle Parsons. The next year, he won the Academy Award for Best Actor for his performance as New York City Detective Jimmy "Popeye" Doyle in *The French Connection*, marking his graduation to leading man status.

He followed this with leading roles in the disaster film *The Poseidon Adventure* (1972) and Francis Ford Coppola's *The Conversation* (1974); which was nominated for several Oscars. That same year, Hackman appeared in what became one of his most famous comedic roles as the blind hermit in *Young Frankenstein*. Hackman showed a talent for both comedy and the "slow burn" as criminal mastermind Lex Luthor in *Superman: The Movie* (1978), as he would in its 1980 and 1987 sequels.

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More Continental

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they subsequently found out that the inside motion detectors can be disabled, if needed, by touching a system button located on the steering wheel when getting ready to depart the car. Now all is well, and I can leave Olga in the Continental without worrying about her setting off the alarm.

Mileage is not exceptional. If you are expecting 28 miles per gallon, you will be very disappointed. Around Burnsville, to the stores and other short runs, I have been averaging about 16 mpg. More trips on the freeways will bump the average up to about 18.5 mpg. Strictly freeway driving, at say 70 mph will see about 24.5 miles per gallon. You do have to keep in mind that the engine is rated at 400 horsepower, the car is equipped with all-wheel drive, does operate less efficiently than either a rear wheel or front wheel drive car and this is a very heavy car, weighing about 4,700 pounds. So overall, the mileage figures may not be too bad.

Overall, it is a very nice car, well designed for the purpose for which it was intended, to very comfortably transport several people in quiet, refined luxury, over short or great distances.

It is also an Olga approved car. It is her favorite color, white and it is very easy for her to get in and out of the back seat, where she enjoys riding in style.



THE LINCOLN MOTOR COMPANY

Picture Show

Here are some pictures that were taken at the North Star Fall potluck at Morries in Long Lake.



Paul Burski looking at the Lincoln mug that he just bought at the auction. Tom Brace ably assisting.



Above, a 1934 Lincoln with a Brunn semi-collapsible cabriolet body. Factory price \$6,800.

Comparing Continentals 1982 - 2017

Production period	1982 - 1987	1988 - 1994	1994 - 2002	2017 ---
Overall length	201.2 in	205.6 in	208.5 in	201.4 in
Wheelbase	108.7 in	109.0 in	109.0 in	117.9 in
Height	55.0 in	55.6 in	56.0 in	58.5 in
Width	73.6 in	72.7 in	73.6 in	78.1 in
Weight	3,706 lb	3,576 lb	3,895 lb	4,523 lb
Engine	V8, 302 cu in	V6, 231 cu in	V8, 280 cu in	V6, 181 cu in
Rated Horsepower	150 hp	160 hp	275 hp	400 hp
Rated torque	270 ft lb	225 ft lb	275 ft lb	400 ft lb
Price	\$26,500+	\$35,750	\$38,525+	\$45-80,000+

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Alan Parker, director of *Mississippi Burning*; "Gene is someone who is a very intuitive and instinctive actor... The brilliance of Gene Hackman is that he can look at a scene and he can cut through to what is necessary, and he does it with extraordinary economy--he's the quintessential movie actor. He's never showy ever, but he's always right on."

By the end of the 1980s, he alternated between leading and supporting roles, earning another Best Actor nomination for *Mississippi Burning*. He had a memorable part as a Secretary of Defense trying to cover up a homicide in 1987's *No Way Out* opposite Kevin Costner.

During this decade, he also was in *Reds*, *Under Fire*, *Hoosiers*, *Power*, *Uncommon Valor* and *Bat*21*. A 2008 American Film Institute poll voted *Hoosiers* the fourth-greatest film of all time in the sports genre.

In 1990, the actor underwent an angioplasty; which kept him from work for a while, although he found time for *Narrow Margin*—a remake of *The Narrow Margin* (1952). In 1992,

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More pictures from fall potluck



Above, 1913 Hudson



Leland's Legacy: A Century of Lincoln

From Hagerty News, by Don Sherman



Henry Leland was a patriot, precision craftsman, and the sole individual in automotive history with two enduring nameplates to his credit: Cadillac and Lincoln. With the second of those American icons celebrating its centennial, this is the ideal moment to recognize Lincoln's heritage.

Leland created Cadillac in August 1902 atop the remains of the Henry Ford Company, the Dearborn-based auto pioneer's second failure to launch a lasting enterprise. While Ford respected Lincoln's manufacturing abilities, he was displeased with his rival's business gambit. Years later, Ford seized the opportunity to repay Leland's slight.

Cadillac's early success as an innovator and quality car producer caught the eye of General Motors executives, who purchased Leland's enterprise in 1909, recasting it as the thriving conglomerate's luxury division. Leland stayed on to head Cadillac until 1917 when he left in a dispute with General Motors Corp.'s founder and president, William Durant.

In the heat of World War I, the patriotic Leland urged General Motors Corp. to build Liberty aircraft engines. When the pacifist Durant denied that suggestion, Leland grabbed the \$10 million government contract, formed the Lincoln Motor Company, and began building potent Liberty SOHC V-12s in 1917. Production of Lincoln Model L automobiles began in the corner of the sprawling plant that August. By January 1919, Lincoln had delivered 6,500 engines under government contract for widespread use and a few large automobiles.

After the war, the luxury car market proved challenging for the aging Detroit scion, resulting in Lincoln's bankruptcy. At the 1922 receiver's sale, the only bid came from the Ford Motor Company—\$8 million for assets appraised at \$16 million. Henry Ford had his revenge, and Leland was forced to settle to repay his investors.

Negotiations between the two Henrys and their two sons (Wilfred Leland and Edsel Ford) were pleasant at the surface level. The Lelands would continue to run Lincoln while Ford personnel learned the ropes. That arrangement, however, was short-lived; only a few weeks after the takeover, both Lelands had left the building.

Truth be known, Henry Ford had no interest in building luxury cars, especially during his Model T's heyday. His son, Edsel, on the other hand, had more patriotic tastes and recognized the true potential of Ford's new luxury brand. More body styles and custom coachwork were added and by 1923, Lincoln was profitable. Ten years later, the styling studio fostered by Edsel was Lincoln's answer to General Motors Corp. strides in car design.

The streamlined Lincoln V-12 Zephyr, sold as a separate carline from 1936-40, increased the division's total sales by a factor of nine. Bidding goodbye to boxy design, Edsel had stylists create the first Continental by sectioning the Zephyr's side profile, removing the running boards, incorporating the spare in the deck lid, and rounding off all corners. Though only 5,322 cars were built over nine model years, the Continental is historically significant as the industry's first personal luxury car, ably blending European design cues with classic American heritage.

After World War II, Lincoln and Mercury were joined as a single Ford Motor Company sales division. The Continental was finally resuscitated in 1956.

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he played the sadistic sheriff "Little" Bill Daggett in the western *Unforgiven* directed by Clint Eastwood and written by David Webb Peoples; which earned him a second Oscar, this time for Best Supporting Actor. The film won Best Picture. In 1993, he appeared in *Geronimo: An American Legend* as Brigadier General George Crook. He co-starred with Tom Cruise as a corrupt lawyer in *The Firm* (1993) and appeared in a second John Grisham story in 1996, playing a convict on death row in *The Chamber*.

In 1995, he played an inept Hollywood producer-director named Harry Zimm in *Get Shorty* and the villainous fast-draw champion John Herrod in *The Quick and the Dead* opposite Sharon Stone, Leonardo DiCaprio and Russell Crowe, as well as submarine Captain Frank Ramsey in the film *Crimson Tide* with Denzel Washington.

In 1996, he took a comedic turn as conservative Senator Kevin Keeley in *The Birdcage* with Robin Williams and Nathan Lane. He also co-starred with Will Smith in the 1998 film *Enemy of the State*;

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A Century of Lincoln continued...

(Continued from page 10)

where his character was reminiscent of the one from *The Conversation*.

He played a U.S. president who is responsible for a killing in 1997's *Absolute Power*, re-teaming with director-star Clint Eastwood.

Hackman starred in the David Mamet crime film *Heist*, as an aging professional thief of considerable skill who is forced into one final job and the comedy *Heartbreakers* alongside Sigourney Weaver, Ray Liotta and Jennifer Love Hewitt. In 2003, at the Golden Globes, Hackman was honored with the Cecil B. DeMille Award for his "outstanding contribution to the entertainment field."

On July 7, 2004, Hackman gave a rare interview to Larry King, in which he announced that he had no future film projects lined up and believed his acting career was over. In 2008, while promoting his third novel, he confirmed that he had retired from acting.

Together with undersea archaeologist Daniel Lenihan, Hackman has written three historical fiction novels: *Wake of the Perdido Star* (1999), a sea adventure of the 19th century; *Justice for None* (2004), a Depres-

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The brilliant Continental Mark II coupe, with a price of \$10,000 that was comparable to a Rolls-Royce of the day, was exclusive enough to warrant its own sales division.

The hand-built Mark II, in which Ford allegedly lost \$1,000 per car, was supplanted by a much cheaper, mass-produced Mark III for 1958. The ill-fated Edsel brand was also added to the Lincoln-Mercury fold that year. One year later, the venerable Town Car nameplate was coined for limited Continental use.

Downsizing arrived in 1961 with the tastefully styled, suicide-rear-door-equipped Lincoln Continental, also available as a four-door convertible. The Mark III badge was recycled in 1968 on a two-door coupe with Continental (but no Lincoln) identification over Ford Thunderbird underpinnings. With an occasional numeral added to the nameplate, the Mark series lasted 30 years through the 1998 Mark VIII.

In the 1970s, Lincolns began sharing more chassis and powertrain components with Ford and Mercury cars while retaining their longer wheelbases. Special packages with designer label colors and trim elements were the rage.

Responding to Cadillac's downsized Seville, the forgettable Lincoln Versailles came in 1977 with too many poorly hidden Mercury components. It did introduce two notable firsts to American cars: halogen headlamps and clear-coat paint.

Lincoln finally got serious about downsizing in 1980, also adding Ford's first fuel injection and overdrive automatic transmission gear ratios for improved efficiency. The Continental nameplate gradually faded toward the sunset, though it did persist until 2002. A notable Conti arriving in 1988 was Lincoln's first car lacking a V-8 engine and rear-wheel drive. The brand's sales topped 200,000 units in 1989 and '90, roughly twice today's yearly total.

Two desperate 1998 moves came in the quest to renew prosperity. The first was folding the Lincoln-Mercury division into Ford's Premier Automotive Group; which contained foreign holdings Aston Martin, Jaguar, Land Rover and Volvo. The second initiative was the first Lincoln truck — a Ford Explorer gussied up as a Navigator. PAG was destined to fail though as its foreign constituents did thrive once released from Ford ownership. Fortunately, the move to trucks proved not only successful, but a genuine Lincoln life preserver. Subsequent SUVs and crossovers are the sources of most of Lincoln's current profit.

One notable disaster was the 2002 Lincoln Blackwood pickup. Expecting 18,000 sales, the company sold only 3,356 units with a base price of \$52,500 before abandoning the project at the end of the first model year. Blackwoods are highly collectible today, especially the 50 Neiman Marcus editions with an original list price of \$58,800.

With Mercury's demise in 2012, Ford rechristened its premier division the Lincoln Motor Company, inadvertently paying homage to founder Henry Leland. The brand's invasion of the Chinese market proved successful, and U.S. sales have climbed the last five years, largely due to the success of the MKC, a rebadged Ford Escape. The current Lincoln lineup consists of four crossovers and two four-door sedans.

Lincoln seems content to leave the Audi/BMW/Lexus/Mercedes-Benz luxury car fight to Cadillac. Tapping its historical roots with a new Continental sedan introduced for 2017 makes sense. But to thrive, Lincoln must innovate with additional driver-assistance features and more distinctive designs.

Let's hope that today's crossover profits are reinvested in cars truly worthy of the Henry Leland-Edsel Ford legacy.

From the Hagerty Insurance Company's email newsletter.

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sion-era tale of murder; and *Escape from Andersonville* (2008) about a prison escape during the Civil War. His first solo effort, a story of love and revenge set in the Old West titled *Payback at Morning Peak*, was released in 2011. A police thriller, *Pursuit*, followed in 2013.

His first wife was Faye Maltese. They had three children, Christopher Allen, Elizabeth Jean and Leslie Anne Hackman. The couple divorced in 1986 after three decades of marriage. In 1991, he married Betsy Arakawa. They have a home in Santa Fe, New Mexico. Hackman competed in Sports Car Club of America races driving an open wheeled Formula Ford in the late seventies. In 1983, he drove a Dan Gurney Team Toyota in the 24 Hours of Daytona Endurance Race. He also won the Long Beach Grand Prix Celebrity Race.

In January 2012, the then-81 year old actor was riding a bicycle in the Florida Keys when he was struck by a car. Although it was at first reported that he had suffered head trauma, he sustained only minor injuries.

From the internet..

The Welcome Wagon

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



The Welcome Wagon

As I promised in September, I have two more members to introduce to our Northstar membership this month. **Matt Harbert** is actually a member of the Lakeshore Region in the Chicago area, but spends quite a bit of time in western Wisconsin. Matt likes what he hears (from John McCarthy) about our Northstar group. Like John McCarthy, Matt has joined both regions of the LCOC. Matt resides at 342 West River Street (upper), Wautoma, Wisconsin 54982. You can contact him as I did at 262-777-0541 or harbert10@att.net.



Matt once owned this nice 54 Capri.

Matt enjoyed a 1954 Lincoln Capri that is now being enjoyed by its new caretaker. The exciting news is that Matt has ordered a 2018 Lincoln MKZ Black Label Vineyard Theme edition. It is suppose to arrive sometime in October. Hopefully, Matt will have it in time to drive it to our Fall picnic at Morrie's. Matt says another vintage Lincoln will be in his future — likely a postwar model. We hope Matt enjoys his new

MKZ and enjoys membership in our Northstar Region.



Matt is awaiting his new Black label MKZ

Next we welcome **Kathlean Zinnel and Peter Hill**, in Bloomington, MN. Contact Peter at 952-831-0014 or email snafu@cainhill.com.



Peter Hill and Kathlean Zinnel are the very proud owners of this iconic Continental Mark II.

They purchased a Continental Mark II in Maryland; which arrived in Minnesota last March. As Peter stated, “*We're getting close — engine and transmission are back in the car — but we still haven't had a chance to enjoy it.*” Personally, not only do I think the Mark II is one of the nicest Lincolns (Continental) ever made. I think it is one of the nicest automobiles ever made. Let's help Kathlean and Peter enjoy their Mark II as soon as possible.

Fall is upon us but still ample opportunities to enjoy our Lincolns before the roads are 'seasoned' for the winter. Enjoy every minute, enjoy every mile, enjoy your Lincoln smile after smile.



For Sale — All Good Lincolns



FOR SALE: 1997 Lincoln Town Car - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White exterior and Light Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage and rust free. \$9,450 Call Rolland Toenges 952 938-6200 or email: rptoenges@aol.com



Travel in comfort — Arrive in style!

FOR SALE: 2011 45 ft Tiffin Zephyr, one owner, non-smoker, \$249,500 with 36,000 miles. All serviced ready to get out of MN for the winter.

Call or text Roger 218-966-7640 for more information and more photos.



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



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

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

You May Be Interested in these Items for Sale

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

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

For Sale - 1965 Lincoln Continental Convertible



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



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

Call Richard at 651-351-2855.



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

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



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

Preview of Coming Events

November **Year-End Sunday Brunch at Dangerfield's** in Shakopee.
Sunday, November 12th, at 11:30 AM

January **Sunday, January 7th, Sunday Brunch at the Roasted Pear,** in Brooklyn Park,
9690 Colorado Lane, at 11:30AM.

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

The all new 2018 Lincoln Navigator, available shortly at your nearby Lincoln dealer.



The all new Lincoln Continental, now at your local Lincoln dealer.



**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



*****Our Last Brunch for 2017*****
Sunday, November 12, 11:30 AM

Dangerfields Restaurant,
1583 First Avenue East, Shakopee, MN

We have been to Dangerfields before and everyone had such a good time, we thought it would be nice to go there again. It will be a great day, with a little sunshine and maybe, just maybe, nice enough to take out one of the classic Lincolns for the last run of the year.

Sun Newspapers rated Dangerfield's amongst the top restaurants in the Twin Cities area. Their brunch menu is quite extensive with great choices for everyone. Come on out and enjoy the day with your friends from the Lincoln club.



Get 2018 off to a good start and join your North Star family for the first brunch of the New Year, on Sunday, January 7, 2018, at the Roasted Pear, 9690 Colorado Lane, Brooklyn Park.

Be there at 11:30 AM, don't miss out on all the fun!
Door prizes for those who attend. Please RSVP by January 5th to Jay White, 952-432-5939 or email: jay@jwhiteandassoc.com

Upper Midwest Region of the Classic Car Club of America
POT LUCK DINNER AND AUCTION
Planned for February, 2018

To be held at the Firefighter's Museum
located at 664 22nd Avenue NE, Minneapolis
Details in the February 2017 Newsletter

For Sale: Woodgrain restoration decals covering the 1977 – 1979 Continentals (including Town Coupe, Town Car) and the Mark V (including Diamond Jubilee and Collector's Series).

They are made from a laminated 3M vinyl that is designed for automotive exterior wraps, and so are durable, flexible/elastic for ease of installation, and UV fade resistant.

For switch housings, the lettering is part of the printed design and will never diminish or rub off as with well used originals. The Diamond Jubilee and Collector's Series parts have the correct matte finish, all others are appropriately glossy.

Prices range from \$16 for an ashtray lid, \$34 for a steering wheel horn pad kit, to \$145 for a section large enough to cover the entire Mark V driver's instrument cluster. Many more pictures and details are available in Ebay listings; just search for "Lincoln restoration decal" or for item # 142521631500. From any of these listings, click on "See other items" for a list of most products.

Of course you may also contact me directly for a quick response regarding more details, installation tips, custom needs, or to discuss having me restore your parts for you. Perry Bush at pab1063@new.rr.com or 920-205-1295.

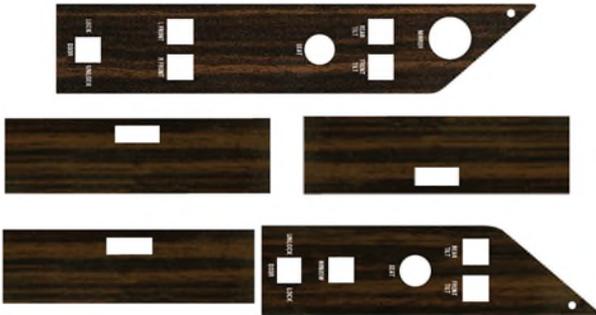
Steering Wheel Horn Pad: BEFORE



AFTER



Diamond Jubilee and Collector's Series Map Pocket Panel



Completed Mark V Driver's Instrument Panel



Mark V Passenger Side Dash Panel Kit



Bloomington Lincoln

1001 Clover Drive, Bloomington, MN 55420

Sales 888.432.6597 Service 877.893.9630



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