

A Fine Pair of Fifties



A tale of two Capri's and their owners...

This month, we are taking a trip back in time to reprint an article; which originally appeared in issue 199 of Continental Comments (third quarter, 1994). It is a story of two similar Lincolns, 1952 and 1953 Capri convertibles, both fine cars. The story was originally penned by Tim Howley; who had a passion for 1950 Lincolns and enjoy telling wonderful stories about these fine cars and their owners. *Please remember that the following story is from 1994.*

Our feature cars in this issue are as rare as anything entered at our National Meets in recent years. They are a 1952 and a 1953 Lincoln Capri convertible. Both the red 1952 Lincoln and black 1953 Lincoln convertible were photographed at the 1993 Eastern National Meet in Williamsburg, Virginia. The red 1952 is owned by Carl Allen of Naples, Florida; who won the hard luck trophy at Williamsburg. He had the water pump go bad enroute. This car was purchased new by the late Howard Guthery, father of Dan Guthery; whose 1961 Lincoln Continental four-door convertible has won many awards in LCOC competition.

The car was bought new for \$4,025 from Marion Lincoln-Mercury in Marion, Ohio. It was one of a mere 1,191 Lincoln convertibles built that year. It is the only 1952 Lincoln convertible listed in the 1993-94 LCOC Directory and to our knowledge may be the only

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

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Editors Message

November 2018

Trivia from the Internet



***Burt Reynolds
1936 - 2018
American Actor***

Burton Leon Reynolds Jr. (February 11, 1936 - September 6, 2018) was an American actor, director, and producer. He first rose to prominence starring in television series such as *Gunsmoke* (1962-1965), *Hawk* (1966), and *Dan August* (1970-1971).

His breakout film role was as Lewis Medlock in *Deliverance* (1972). Reynolds played the leading role in a number of subsequent box office hits, such as *The Longest Yard* (1974), *Smokey and the Bandit* (1977), *Semi-Tough* (1977), *Hooper* (1978), *Smokey and the Bandit II* (1980), *The Cannonball Run* (1981) and *The Best Little Whorehouse in Texas* (1982).

After a few box office failures, Rey-

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Gentle Readers... October has gone by rather quickly. It seems as though we were just looking forward to spring (which we were sort of cheated out of this year) and now we are looking wistfully at the snowblower and hoping beyond hope that we do not have to use it very much in the next four or five months. We can always dream, can't we?

We had our October potluck and auction once again at Morries in Long Lake. It was different this year, as it had been decided that the club would pick up the tab for a buffet style dinner, catered by Hy-Vee, as a way of giving back to our members for their loyalty over the years. The club also felt that perhaps we should forgo the auction for this year to provide our members with additional opportunity to engage in some fellowship with other members during and after dinner. Attendance was down a little, but those who came enjoyed the dinner and the time to socialize with other North Star club members.

It looks as though we may have hit a "sweet spot" with our new feature of our member's early experiences with their first car. We have received several fine articles and more are promised. The arrival of that first car in our young lives is really a very significant event in our lives, and for many of us, it was somewhat of a life-altering experience. Most of us will have some interesting stories about that first car. If you think that yours might be interesting, let us know about it. Please sit

down, with pen in hand and write about it, maybe even send along a picture or two. Send it by any way you may choose; email, first-class letter, postage due envelope, carrier Pidgeon or pneumatic tube.

Just try your best and send me something. Olga and I will appreciate it very much and so will our gentle readers.

Our last event for the year will be a Sunday brunch at Dangerfields in Shakopee. The details are on the last page. Do your best, RSVP early and come join us for all the good food and socialization, only available at the North Star Lincoln club events. We look forward to seeing you there.

We need to build the club membership. You do not have to own a Lincoln to belong, but it is the common denominator for us. If you know of a person that might be interested, pass on

their contact information, and one of the club directors will reach out to them and explore membership possibilities with them. There are a lot of potential members out there — it is just up to us to reach out to them and welcome them to our fine group.

Consider stopping by your nearby Lincoln dealership and checking out their very nice automobiles. Lincoln is a very fine car and they have a wide assortment of models in all price ranges. Also, Lincoln has a very nice package of incentives; which make ownership or leasing very, very easy.

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



Sweet Olga and her dad journeyed the short distance from our home to Grace Lutheran Church in Apple Valley this past October 6. Olga and I were there for their annual "Blessing of the Animals," which was conducted by Pastor John Matthews (shown seated). Olga was in good company among the other fine 35 or so canines and two very beautiful miniature horses. It was a nice experience for both Olga and her dad.

Directors Message by Bob Johnson November 2018

(Continued from page 2)

nolds returned to television, starring in the sitcom Evening Shade (1990-1994). He was nominated for the Academy Award for Best Supporting Actor for his performance in Boogie Nights (1997).

Burton Leon Reynolds Jr. was the son of Harriette Fernette "Fern" (née Miller; 1902-1992) and Burton Milo Reynolds (1906-2002). He had Dutch, English, Scots-Irish and Scottish ancestry, and is also said to have had Cherokee roots, although this has been contested. During his career, he often claimed to have been born in Waycross, Georgia, but said in 2015 that he was actually born in Lansing, Michigan. He was born February 11, 1936, and in his autobiography stated that Lansing is where his family lived when his father was drafted into the United States Army. He, his mother, and his sister joined his father at Fort Leonard Wood, Missouri, and lived there for two years. When his father was sent to Europe, the family moved to Lake City, Michigan, where his mother had been raised. In 1946, the family moved to Riviera Beach, Florida. His father became Chief of Police of

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October was a blur with our annual visit to Morrie's car collection this past October 7, and then Mary and I were off to the 2018 Western National Meet October 17 to 21. I served as the meet chairman for this event — what a challenge, 1400 miles from Shafer and with just 16 LCOC members in the whole state of New Mexico.

Mary and I had a nice time visiting the “Duke City” one of the other names for Albuquerque. It is a very nice town, with a lot to do and see. Both of us were impressed by our visit to museums, especially the one that had a lot of material on the development of the atomic bomb. We came away with a much better appreciation of all of the work that went into the development of the bomb and that it even worked — first time it was tried.

In essence, this turned into somewhat of a rehab of the New Mexico region. The 2018 Western National Meet was the greatest effort yet taken on by LCOC and myself. We had a great meet, thanks to key efforts by Bill and Jim Fletcher, they led the driving tours, did the field layout, the mechanical judging, made the show field numbers. Our own Dave Gustafson printed the name tags, meal tickets and meet booklets for the WNM, with Jeanne Talbourdet doing the meet registration, so this was a truly national event. This project really made me appreciate all our members in the North Star region. I can honestly say we have the best region in LCOC. We have the best newsletter thanks to Dave Gustafson, the most members in an LCOC region, our website has 17 years of newsletters for our history, Jay White is doing a remarkable job on Facebook, and we are the only region to have both monthly board meetings and monthly activities for our members.

Matt Martinez has agreed to serve as acting Region Director for the New Mexico Region along with Dave DeGeer, Jock Finley, Nick Manole, Jim Deck and new member Tony Carson. These are good people and will be busy getting to work to bring back the New Mexico region to it's once former greatness. Richard and Linda Herman were the only other members from the North Star Region at this meet, and they won a senior first place award with their 1970 Mark III.

Our Annual North Star Dinner at Morries Car Collection, Sunday, October 7, 2018, had over 75 members in attendance who were able to enjoy a meal served by HyVee catering. This was a fantastic day of fellowship and just plain visiting for all members.

Our year-end brunch at Dangerfield's in Shakopee. Will be Sunday, **November 11** at 11:30 AM. Please RSVP to Jay White or Bob Johnson, by Wednesday, November 7.

Please write a Pride and Joy article about you Lincoln for our newsletter.

We are now in the process of event planning for 2019; please contact one of the North Star Region Board members if you have a suggestion for next year's activities

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

Bob and Mary Johnson...

Board Of Directors - 2018

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

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

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

Capri's continued...

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one still in existence.

Not surprisingly, it was the only 1952 Lincoln convertible in Marion; which was Carl Allen's hometown. He knew Howard Guthery and recalled that Guthery drove it until 1961 when he bought the convertible shown at LCOC meets in recent years by his son Dan. We do not know why Guthery kept this car so long.

Allen relates that his wife, Madge, was a prominent local radio personality and did a lot of work with Rod Serling, creator of "The Twilight Zone." Serling worked at the radio station at the time. Howard Guthery was a local attorney.

George Kennedy from Marion, Ohio, bought this car. He has about eight dealerships in Ohio including a Lincoln-Mercury dealership, Kennedy has a big collection of older cars — including Lincolns, and is a personal friend of Carl Allen; who still buys his new cars from Kennedy in Ohio. About six years ago, when Allen went up to Marion to pick up a new car, he saw the 1952 Lincoln convertible and said, "Why don't you sell me that car, George? It just sits there, and you don't do anything with it." Kennedy said, "Well, it took me a long time to buy that car over in LaRue, Ohio, but I'll think about it."

Several months later, Kennedy called Allen and said he had been going through some papers and found the price that he had paid the Howard Guthery estate for the car. He said he paid too much, but if Allen would pay what he paid some years earlier, he would sell the car. Allen bought the car and took it down to Florida and had the top and the interior done.

While the mileage was low, the engine had to be completely rebuilt as the pistons were cracked from setting so

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1952 Lincoln Capri hood emblem

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

October 4, 2018

Regional Director Bob Johnson called the meeting to order at 6:30 PM at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Larry Saase, Matt Foley and Roger Wothe. Other Regional members present were Mary Johnson and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson announced that three members had filed for election for a three-year term for the North Star Region Board of Directors starting in January 2019. They were Jay White, Bob Roth, and Larry Sasse. All were elected by acclamation. There was a vote taken for the 2018 Car of the Year; which will be awarded at the Sunday, November 11, brunch at Dangerfield's Restaurant in Shakopee. Morrie's October Fall Picnic and will be catered by Hy-Vee for about \$19.00 per person. The North Star Region will pay for the cost of the picnic for all North Star Region members with funds generated by the successful Mid-America Meet. The year-end brunch will be at Dangerfield's in Shakopee Sunday, November 11, 2018. Please RSVP to Bob Johnson or Jay White.

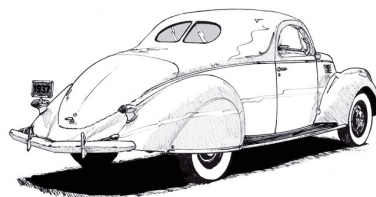
Membership and Publications Director Dave Gustafson would appreciate some more "My Pride and Joy" articles.

Treasurer Matt Foley reported the Treasury balance to be \$5,422.58, including the Mid-America Meet proceeds, with all bills paid.

Activities Director Jay White reported the Facebook results. 2,010 people visited his Facebook page, and 65 responded with a "like." The cost for 60 days on Facebook was \$30.00. Jay and Bob plan to work on the Sixth Annual Lincoln Homecoming for August 2019.

There being no more business, the meeting was adjourned at 8 p.m. The next Board Meeting will be at Bloomington Lincoln at 6 p.m. Thursday, November 1, 2018.

Respectfully submitted by Secretary Roger Wothe.



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Riviera Beach, which is adjacent to the north side of West Palm Beach, Florida.

During 10th grade at Palm Beach High School, Reynolds was named First Team All State and All Southern as a fullback and received multiple scholarship offers.

After graduating from Palm Beach High, he attended Florida State University on a football scholarship and played halfback. While at Florida State, he roomed with college football broadcaster and analyst Lee Corso, and also became a brother of the Phi Delta Theta fraternity. He hoped to be named to All-American teams and have a career in professional football, but he injured his knee in the first game of his sophomore season, and later that year lost his spleen and injured his other knee by a car accident. These injuries hampered his abilities on the field, and after being beaten in coverage for the game-winning touchdown in a 7-0 loss to North Carolina State October 12, 1957, he decided to give up foot-

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More Fine Fifties....

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ball.

Ending his college football career, Reynolds thought of becoming a police officer, but his father suggested he finish college and become a parole officer. To keep up with his studies, he began taking classes at Palm Beach Junior College (PBJC) in neighboring Lake Park. In his first term at PBJC, he was in an English class taught by Watson B. Duncan III. Duncan pushed him into trying out for a play he was producing, *Outward Bound*. He cast him in the lead role based on having heard him read Shakespeare in class, leading to his winning the 1956 Florida State Drama Award for his performance. In his autobiography, he referred to Duncan as his mentor and the most influential person in his life.

The Florida State Drama Award included a scholarship to the Hyde Park Playhouse, a summer stock theater, in Hyde Park, New York. Reynolds saw the opportunity as an agreeable alternative to more physically demanding sum-

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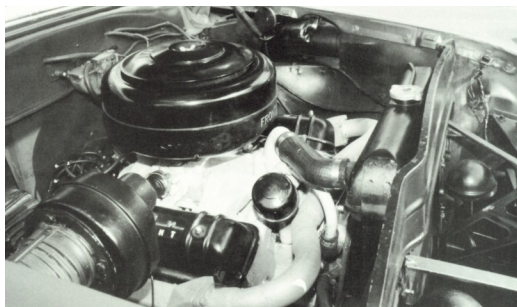
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long. All of the chrome had to be redone. Driving lights were added. Kepich Exhaust did the top and upholstery. The car had been repainted by George Kennedy, and Allen did not repaint it again.



The Allen 1952 Capri convertible

In 1952, Lincoln did not have this rainbow assortment of colors that came a few years later. The seats are black leather with red leather bolsters, a very common interior color combination that year. The instrument panel is black on the top and metallic gray on the center and bottom.



Well-detailed engine bay of the Allen Lincoln Capri

The car still rides and drives like new, It is very tight and handles extremely well, but performance is something less than Lincoln had the following year. The mileage is now 79,000. The 1952 horsepower is 160 @ 3,900 rpm with a compression ratio of 7.5:1. In 1953, the compression ratio was 8:1 and the horsepower was raised to 205 @ 4200 rpm.

A sad footnote to this story is that Continental Comments recently learned

that Dan Guthery passed away in November 1993 after a long bout with cancer. His Lincolns, including the 1961 convertible, are now in the hands of his friend, Kurt Anderson, of Lake Mary, Florida. Howard Guthery also owned a 1977 Lincoln Continental; which was shown at the 1991 Eastern National Meet in Dellroy, Ohio by Madge Guthery. This was the last car Howard bought from George Kennedy Lincoln-Mercury. Madge still lives in Marion, Ohio and was a member of LCOC until 1994.

The black 1953 convertible is owned by Ed Poole, Lockport, New York, It is one of 2,372 1953 Lincoln convertibles built and one of 10 listed in the 1993-94 LCOC Directory. One not listed in the Directory is owned by J.W. and Barbara Silveira, Oakland, California. If you go by the rule of thumb that cars listed in LCOC probably represent about half of the ones out there that would mean that at least twenty 1953 Lincoln convertibles survive and there may be a total of two 1952 Lincoln convertibles still out there. These are only educated guesses,

At the 1993 Williamsburg meet, Poole's Capri won the William Coughlin Memorial Trophy as the Best Senior 1949 --60 Lincoln or Lincoln Continental. Two years earlier, Poole drove this same car all the way across the country to win the E.T. Gregorie Award (Best Senior Car at the 1991 Western National Meet in Hollywood.

Ed Poole sends us the following information on his love of 1952-53 era Lincoln convertibles, "I am sending a couple of pictures of the car that caused me to be a proud Road Race Lincoln Era enthusiast. The first picture with the tree modified front end was taken of my 1952 Lincoln convertible in January 1956. The other one is of me on my wedding day, March 3, 1956, after a few repairs to the Lincoln.

In 1951, I bought a new Ford convertible and was disappointed with it. Before the year was out, I traded it for a

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 mer jobs, but did not yet see acting as a possible career. While working there, Reynolds met Joanne Woodward; who helped him find an agent, and was cast in *Tea and Sympathy* at the Neighborhood Playhouse in New York City. After his Broadway debut *Look, We've Come Through*, he received favorable reviews for his performance and went on tour with the cast, driving the bus and appearing onstage.

After the tour, Reynolds returned to New York and enrolled in acting classes, along with Frank Gifford, Carol Lawrence, Red Buttons and Jan Murray. After a botched improvisation in acting class, Reynolds briefly considered returning to Florida, but he soon gained a part in a revival of *Mister Roberts*, in which Charlton Heston played the starring role. After the play closed, the director, John Forsythe, arranged a film audition with Joshua Logan for Reynolds. The film was *Sayonara* (1957). Reynolds was told that he could not be in the film because he looked too much like Marlon Brando. Logan advised Reynolds to go to Hollywood, but Reynolds did not feel

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Fifties continued...

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51 Hudson Hornet. The Hudson was a fast, good handling car, but at 80,000 hard miles — it was junk. Then I bought a new 1954 Ford. The Ford was too slow for me. So, I sold it. I then bought a used 8-cylinder stick shift Oldsmobile coupe. Because of the floor shift linkage and the way it handled, I didn't like the Olds. That's when I bought the 1952 Lincoln convertible used. I, at last, had a car that I loved. It rode so well, handled so well and looked so good. It was while I owned this car that I met my wife. I tried to destroy this car. I seldom lifted the hood. The car took more abuse than any I ever had.

After our six children were grown up, I decided to restore a car. It had to be a good car to drive on the road. It was easy to decide what car to restore. The best road car of the fifties had to be it. Because of the more lively engine and power steering, I had to replace my '52 of years gone by with a '53; Every time I drive the car I know I made the right choice. Ed Poole.



THE EFFICIENT LUXURY OF MODERN DINING—In Lincoln, you find the most dramatic fabrics and fittings on wheels—but every detail is magnificently efficient. There is an amazing view all around—thanks to 3,721 square inches of glass. The down-sweep hood permits a view of the road directly ahead. And beneath it is the completely new Lincoln overhead valve V-8, premium product of the world's most experienced builders of V-8 engines.



WONDERFUL STORAGE WALL CONVENIENCE—Lincoln is as different from yesterday's motorcar as a modern storage wall is from a cramped Victorian closet. Consider the space in the luggage compartment beneath that long rear deck—almost 30 cubic feet (more than in three large refrigerators). Then—see the astonishing room inside the car, the extra head room, leg room and hip room. This is modern living on the move!

LINCOLN

means modern living on the move



Standard equipment, accessories, and trim illustrated are subject to change without notice. White side-wall tires and sea-lift glass optional at extra cost.

There's a new way of life in America today. It is freedom from clutter. It is sensible but exciting design. It is the home that is breathtakingly beautiful because it is functional. All this is modern living—the casual luxury which Lincoln now puts on wheels. You see it in the new design... from down-sweep hood to those distinctive new tail lamps. You feel it as soon as you try the plush inte-

riors. And you know it, the moment you swing this superb thoroughbred out on any road. The power is there in its completely new V-8 engine—more power than you may ever need. There is also a new kind of almost automatic driving that comes from many things. From the new dual range HYPER-MATIC transmission. From the new ball-joint front wheel suspension which responds to the lightest

touch. Above all, from a completely new concept of engineering the fine car—as proved by the fact that Lincoln was again the top fine car winner in the Mobilgas Economy Run. Inspect the new Lincoln Cosmopolitan and Capri at your dealer's. Then take one out and discover the one fine car deliberately designed for modern living. LINCOLN DIVISION—FORD MOTOR COMPANY

Tom McCahill tests the 1952 Lincoln

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confident enough to do so. He worked in a variety of jobs, such as waiting tables, washing dishes, driving a delivery truck and as a bouncer at the Roseland Ballroom. Reynolds wrote that, while working as a dockworker, he was offered \$150 to jump through a glass window on a live television show.

Reynolds' first big break came when he was cast alongside Darren McGavin in the lead of the TV series *Riverboat* (1959-61), playing Ben Frazer. According to a contemporary report Reynolds was considered "a double for Marlon Brando. The show went for two seasons, but Reynolds quit after only 20 episodes, claiming he did not get along with McGavin or the executive producer, and that he had "a stupid part."

Reynolds returned to guest starring on television shows. As he put it, "I played heavies in every series in town" appearing in episodes of *Playhouse 90*, *Johnny Ringo*, *Alfred Hitchcock Presents*, *Lock Up*, *The Blue Angels*, *Michael Shayne*, *Zane Grey Theater*, *The Aquanauts* and *The Brothers Brannagan*.

Reynolds made his film debut in the low

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From the February 1952 issue of Mechanix Illustrated magazine.

Tom McCahill was one of the few automotive writers of the 50s; who wrote about Lincolns and seemed to give them a fair shake. He tested both the 1952 and the 1953 Lincolns and noted that the 1953 was a better performing automobile. Here is his report.

The 1952 Lincoln is the only 100% new American car, with the exception of the Willy's that buyers on these shores will see for many a moon. There are no holdovers from former Lincolns. These cars, from tire tubes to tail pipes, are brand-new in every way.

For Lincoln to scrap the tried and proven features of previous models and come up with a spanking new assemblage of bolts took a wagonload of industrial guts, in the face of today's topsy-turvy situation. True, in the looks department it would appear that the boys put on their burglar's suit and lifted some of their competitors' better-known style-marks. For example, Lincoln's new tail lights, although not exactly like the Cadillac's and without the latter's rear kickup, nevertheless do look like the tail lights of General Motors pin-up girl, only twice as big. The phony rear fender vents, this time smaller and slanted, also smack of close knowledge of the Caddie and the Super 88 Olds, and so do the wheel discs. The front end and profile are bound to remind the close student of American Motorcana of certain other cars.

But, all in all, these features add up to the best looking Lincoln since the days of the once glamorous Lincoln Continental.

Underneath the skin, the new Lincolns, from their strong and beautifully designed double-K frame to their Jaguar-type front wheel suspension and two-part muffler system, are all new. The fuel-pump and oil filter are underneath the engine bed for cooler operation. The location of that oil filter, I might add, stirs up the nasty side of my nature. Unless I miss my guess, there will be some new

and unprintable words added to the language every time a serviceman tries to install a new filter cartridge. In its present hideaway, the chances of getting a goodly mouthful and eyeful of oil are excellent. The filter must be attacked from underneath, presumably via a grease rack, and it's next to impossible to reach without some first class groaning and grunting.

The muffler system consists of two small pancake mufflers, about 6 inches apart, in tandem. These are located on different sides of a cross frame member and are connected by a short length of straight pipe that passes through a drilled hole in the cross support. It's my guess that before these cars are on the road more than a week, the hop-up boys will cut out the second muffler and insert a straight pipe in its place. This almost-too-simple alteration will immediately cut down back pressure and add a pleasant snore, as of a hibernating ground hog with laryngitis, to the exhausts.

Like the rest of the car, the engine is entirely new, from spark plugs to dip stick. It is a beautiful overhead valve V-8 that, purely from the looks standpoint, is way ahead of anything else in the country. In operation, it is magnificently smooth in all ranges and purrs like the cat that not only swallowed the canary but the canary's whole family, too. It is far superior to its rough predecessor, the L-head V-8 of 1951. But—and this is a big but—if Henry Ford's name was Sam, I'd be tempted to say, "Sam, you made the pants too small." And here comes the old beef that I have had against the Ford organization for years. It goes something like this: The Ford empire was founded on economical transportation, specifically, the history-making Model T. Economy is still the big talk in Dearborn, and at times it seems to get a little silly. I may be wrong, but I will always feel that the guy who can lay out close to 4,000 fish for a Lincoln, or any car, doesn't give a damn whether he gets

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More McCahill 52 Lincoln test...

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budget Angel Baby (1961), billed fourth. He followed it with a role in a war film, Armored Command (1961). "It was the one picture that Howard Keel didn't sing on," reminisced Reynolds later. "That was a terrible mistake."

Reynolds continued to guest star on shows such as Naked City, Ripcord, Everglades, Route 66, Perry Mason and The Twilight Zone ("The Bard"). He later said "I learned more about my craft" in these guest shots "than I did standing around and looking virile on Riverboat."

In 1962 Dennis Weaver wanted to leave the cast of Gunsmoke, one of the top rated shows in the country. The producers developed a new character, "halfbreed" blacksmith Quint Asper, Reynolds was cast, beating over 300 other contenders. Reynolds announced he would stay on the show "until it ends. I think it's a terrible mistake for an actor to leave a series in the middle of it."

Reynolds then made a series of films in quick succession. Shark! (1968), shot in Mexico, was directed by Sam Fuller; who took his name off it; its release was held up a number of years. Fade-

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16 or 18 miles to a gallon of gas. When a man pays this much money for transportation, it is my contention that pride of performance and pride of ownership mean a lot more than an extra mile or so per gallon. This buyer may never drive over 50 miles an hour, but like the V-8 Chrysler owner, he gets a vicarious kick out of knowing that any car that passes him does so only with his permission—because without his permission no car on the road has enough speed to do it.

The 1951 Lincolns ran away with the Grand Canyon Economy Run, not because they were world beaters, but because Cadillac; which won in 1950, switched to a fully automatic transmission in 1951 and lost out to the Lincoln-with-overdrive combination, a more economical rig. At this writing, overdrive is available on the new Lincolns as well as Hydramatic. From some of the conversations I had with top Lincoln men recently, this may not be true for long; the overdrive unit may be dropped. It is being kept alive now only with the next Grand Canyon Run in mind—which is not particularly smart in my book because without this feature Lincoln would be left with just another nice running luxury automobile.

The new Lincoln engine is smaller than last year's flat top V-8; which was the biggest in the industry at 337 cubic inches. The new mill is 317 cubic inches and develops 160 horsepower (so they claim) as against last year's 154 horsepower. Now, Cadillac claimed 160 hp on their 1951 engines and Chrysler 180 but—and here's another tremendous but—the 1951 Caddie and Chrysler claimed 312 foot pounds of torque and the new Lincoln engine only 284.

When I asked one of Lincoln's top engineers why they broke away from the trend and built the engine smaller when everyone else in the industry was going after more power, he threw that old plum "operating economy" at me. Don't think for a second that the new Lincoln is backwards in performance. It isn't. The Lin-

coln with overdrive is a real 100 mile-an-hour car. But it falls short of being a performance leader in its class — especially in the low pickup ranges.

The Lincoln is unique, however, in being the first new car in many a decade that doesn't outperform its predecessor.

And this one doesn't. The 1952 Lincoln with Hydramatic took 14.8 seconds to get to 60 from Zero in Drive all the way, and 14.6 starting in Low and shifting to High. In 1949, the first Lincoln with Hydramatic took 14.8 seconds using Low and High, hardly any difference. A 1952 Lincoln with overdrive averaged 14.1 seconds—and this is the transmission they may drop.

Frankly, this was a frustrating car for me to test. It had everything—almost. The Capri hardtop is a really sporty looking number. (But Henry that engine—it's too small!) This is one of the finest handling big American cars I have ever driven, and in the luxury and comfort departments, I found it unbeatable. On the S bends of the Ford high speed track where I made my tests, this car held the turns like a leech. It was a true pleasure to steer. This is undoubtedly one of the finest American cars ever built. (But Henry—that engine!) It also is the first of the new rigs I've driven that had me wondering how I would hop it up before I had driven it five miles. The bore is 3-1/8 and the stroke 3-1/2. Chrysler and Caddie at this writing sport the same dimensions at 3-13/16 and 3-5/8, just a little bigger. But how that little difference adds up!

With just a little here and a mite there the new Lincoln could be a Wildcat, and I hope to be able to report in the roundup in the December issue of 1952 that the new job, slightly changed, finally put itself up in front with Chrysler and Cadillac in the performance department. In style, comfort, and luxury, it is a magnificent automobile right now.

All about the 1953 Lincoln

(Continued from page 9)

*In; which he described as "the best thing I've ever done," was not released for a number of years, and the director Judd Taylor took his name off. *Impasse* (1969), was a war movie shot in the Philippines. He played the title role *Sam Whiskey* (1969); which he later claimed was "way ahead of its time. I was playing light comedy, and nobody cared."*

*Reynolds had his breakout role in *Deliverance* and gained notoriety when he posed naked in the April 1972 issue of *Cosmopolitan*.*

"I've waited 15 years to do a really good movie," he said in 1972. "I made so many bad pictures. I was never able to turn anyone down. The greatest curse in Hollywood is to be a well-known unknown."

*During the 1970s, Reynolds played leading roles in a series of action films and comedies, such as *White Lightning* (1973), *The Man Who Loved Cat Dancing* (also 1973), *Lucky Lady* (1975) or *Smokey and the Bandit* (1977). He made his directorial debut in 1976 with *Gator*, the sequel to *White Lightning*. After starring in *Boogie Nights* (1997), Reynolds refused to star in Paul Thomas Anderson's*

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Tom McCahill tests the 1953 Lincoln. From the March 1953 issue of *Mechanix Illustrated* magazine.

Tom McCahill was one of the few automotive writers of the 50s; who wrote about Lincolns and seemed to give them a fair shake. He tested both the 1952 and the 1953 Lincolns and noted that the 1953 was a better performing automobile. Here is his report.

Well, they finally whacked the whiskers off Lincoln. For lo! these many years, ever since Benson Ford supervised the burying of the glamorous Lincoln Continental, Lincoln has been turning out some pretty mediocre high-priced cars. In 1952, they introduced a car that almost had everything but instead fell flat as yesterday's soufflé—in performance. You regular readers may recall that I lambasted the Dearborn kids for this at the time — for which I got a lot of hard criticism, especially from the company boys.

But how about the '53 jobs that cleaned up the stock sedan division of the 1,900-mile Mexican road race by finishing 1-2-3-4? For my devaluated dollar this car that looks much the same as the all-new '52 can now be crowned the Grand Champion of them all. For many years, I have rated the Cadillac as America's number one car for several reasons. First, for the amazing way it held its resale value; second, because aside from spongy road ability it was a better automobile all-around than any other car made on these shores, especially in its reliable and hot engine. Today, I rate the Lincoln head and shoulders over Cadillac in every department except resale value and even this margin should shrink as soon as these new Lincolns get to be better known.

Let's list all the 1953 Lincoln features first and work from there. The Lincoln is far ahead of any immediate American competitor in road ability and cornering. This is one of the reasons why it made such an outstanding record in Mexico. More important, its top handling properties make it by far the safest car in its price class. Until now we have rated the Hudson Hornet as the finest and saf-

est handling American car, but the Hudson must share honors with Lincoln. In the performance department, the Lincoln is outstanding.

The AAA officially timed this wagon out in Utah at 115.8 mph for a two-way average and at 114.2 mph for 100 miles. As I wasn't at these trials, I have no way of knowing whether the car ran with air cleaners or an altered vacuum spark advance, or whether it was retimed to compensate for the late time of a vacuum-advance unit at open throttle. In such a case, the timing would not be as specified by the manufacturer for the showroom stock Lincoln. I do feel, however, that the 1953 Lincoln as delivered at Sea Level will not go 115 mph — 110 to 112 seems to be about par for the course, but this still makes it America's fastest car at this writing. As we go to press, I have not tested the new 210 hp. 1953 Caddie, but I will make book the Lincoln will take it.

Back to the Salt Lake test for a moment. The great Utah salt flats, where many automobile records have been hung up, do not always give a true picture of an automobile's real potential. In fact, all cars will run faster on the salt flats. Most professional speed merchants have been aware for some time that altitude plays a major part in high-speed records. The salt flats are approximately 4,800 feet above sea level and in this hangs a tale.

As you probably know, for every thousand feet your car operates above sea level there is a definite drop in engine power because while at sea level the air pressure is rated at 14.7 pounds per square inch, this pressure decreases as we climb. A 100-horsepower engine at sea level will only develop approximately 70 horse-power at 10,000 feet due to the lower density of air. Here's the gimmick. At the salt flats, 4,800 feet, an MG, Lincoln or any other car will develop less than 90 percent of its sea level power. But, by the very same important token, the air resistance against the car at high speeds will be much less. American cars, having tremendous speed-retarding frontal areas, will actually gain quite a bit

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More 1953 Lincoln

(Continued from page 10)

third film, *Magnolia* (1999). Despite this, Reynolds was nominated for the Academy Award for Best Supporting Actor for *Boogie Nights*.

Despite his lucrative career, in 1996, he filed for Chapter 11 bankruptcy, due in part to an extravagant lifestyle, a divorce from Loni Anderson and failed investments in some Florida restaurant chains. Reynolds emerged from bankruptcy two years later.

Reynolds was married to English actress Judy Carne from 1963 to 1965. He and American singer-actress Dinah Shore were in a relationship in the early 1970s for about five years. He had a relationship from about 1977 to 1982 with American actress Sally Field. Reynolds was married to American actress Loni Anderson from 1988 to 1993. They adopted a son, Quinton. He and Anderson separated after he fell in love with a cocktail waitress, with whom he later traded lawsuits; which were settled out of court.

Reynolds' close friends were Johnny Carson, James Hampton, Dom DeLuise, Jerry Reed, Charles Nelson Reilly, Tammy Wynette, Lucie Arnaz, Adrienne

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more by this decreased air resistance than they lose through horsepower drop. The less streamlined the car, the more it will gain over its normal sea level performance. At any speed above 100 mph in a typical Detroit balloon, the air resistance factor becomes fabulous.

As a very rough calculation, it is fairly safe to state that any American car; which can do a solid 100 mph on the salt flats will be lucky to pass 95 at sea level. This in a way accounts for some of the strange records we have questioned in the past regarding high altitude speed runs. For example, Bill France drove a Nash Ambassador in the 1950 Mexican road race for many miles at a faster average speed than the car could go for one mile in New York. He privately attributed this to the fact that the car was running at around 5,000 feet of altitude much of the time.

Of course, in this sort of calculation, you reach a point where altitude works against speed, in a very rare atmosphere such as you find at, say 10,000 feet, your carburetor mixture is thrown way out of kilter, and the engine runs much too rich due to the decreased amount of oxygen. Oxygen is the only part of air that burns in an engine and a gallon of air contains only 21 percent oxygen. Naturally, as the oxygen thins out due to less density of the air, it reaches a point where it doesn't contain enough moxie to rev up an unloaded engine to peak revolutions per minute, so that, despite reduced air resistance, speed falls off. Most qualified engine men agree that for top speed in an automobile 3,500 to 5,200 feet altitude will produce greater speed. Beyond 5,200 feet, speed falls off very fast, unless you use higher compression heads and make carburetor adjustments. So much for salt flat records. Now back to the 1953 Lincoln as you buy it.

All Lincolns are now equipped with the four-speed HydraMatic transmission. This unit is far superior to the original sludge pots in every way although, being a die-hard, I still think I can shift much better, and I know I can get more out of a car with a manually-operated transmis-

sion. Actually, there is little, if anything, to be gained with these automatic transmissions by starting in Low and Shifting to Drive in acceleration runs. Zero to 60 averaged out 12.61 seconds on a corrected speedometer, and Zero to 30 averaged 4.42 seconds on several trials with several cars.



52-55 Lincolns dashboards were simple, but elegant. Important controls were easily accessible.

Lincoln also has a brand-new four-barrel carburetor that's a beauty, thanks to their able, longtime ignition and carburetor chief, George Nastas. This job, unlike some of their competitors', is a single-float gismo that shows no sign of loading and starving, all at the same time, on hard turns. The engine has been boosted from last year's 160 horsepower to 205, and the torque has been upped to 305-foot pounds from 284. The exhaust system has been improved. Part of the real boost on the same 317-cubic inch '52 block can be attributed to the increase of the valve size and valve lift and the jump in compression ratio. The valve area in '52 was 1.74 inches per valve, in '53 it is 1.98 inches. The valve lift in '52 was .3375 inches, and this year it is .3545. This naturally assures much better and deeper breathing. The compression ratio has been hopped to 8 to 1 from 7.5 to 1.

I tested several Lincolns with regular steering and found them outstandingly responsive. Then I whirled one around with power steering. You can keep power steering. I don't want any part of it. I got a bad impression of Lincoln's power steering when an eager beaver engineering assistant wheeled one out for a test. He came up to us like a ball of fire, cut the wheel hard and, so help me, I thought he was going to roll the automobile. This really able road car, under the pressure of his exaggerated cut, mushed like a balloon in a

(Continued on page 12)

1953 Lincoln continued...

(Continued from page 11)

Barbeau, Tawny Little, Dinah Shore, and Chris Evert.

He was awarded an honorary doctorate from Florida State University in 1981 and later endorsed the construction of a new performing arts facility in Sarasota, Florida. He also owned a private theater in Jupiter, Florida, with a focus on training young performers looking to enter show business. In 1984, he opened a restaurant in Fort Lauderdale, "Burt & Jacks," that he co-owned with Jack Jackson.

While filming *City Heat*, Reynolds was struck in the face with a metal chair and had temporomandibular joint dysfunction. He lost thirty pounds from not eating. The painkillers he was prescribed led to addiction; which lasted several years. He underwent back surgery in 2009 and a quintuple coronary artery bypass surgery in February 2010.

Reynolds died at a Jupiter, Florida, hospital September 6, 2018. He had heart problems for a number of years. He was 82. His ex-wife Loni Anderson issued a statement saying that she and their son, Quinton, would miss him and "his great laugh."

From the internet...

(Continued from page 11)

down draft—and I was very unimpressed. Later, when I buzzed this rig into a hard turn on the proving ground at speeds close to 90, the power steering felt very feathery compared to the solid feel I got with the other Lincolns.



The 1953 Lincoln featured good styling and performed admirably, compared to it's competition of the era. It was truly refined luxury.

The power brakes on these cars are swell, and there was little trace of fade on the hardest stops. In the looks department, this year's Lincoln is very similar to last year's offering with a few chrome rearrangements. If you happen to be in the market for a Lincoln, try and see one without the ten buck hood ornament first. I think it looks a thousand dollars better without the gee-gaw and you save a saw-buck to boot. At this writing, you can order them either way. As for comfort—here again, the Lincoln shines. From the driver's seat, you get a slight ski-slide look, similar to the Mark VII Jag, that is great for visibility. The seats are chair

high, similar to Chrysler's, but without the high roof line. The body is five inches narrower than the 1952 Cadillac; which is a real feature, especially in view of the fact that the Lincoln has only two inches less seat width. This makes the Lincoln feel much handier in traffic; which it is. All the interior lines, including the instrument panel, are clean and have that good-looking, functional quality. The back seat is also comfortable, as it should be in this luxury item. This year there are five models, all on a wheelbase of 123 inches: the Capri four-door sedan, hardtop and convertible, and the Cosmopolitan four-door sedan and sport coupe.

Some of my more ancient readers may remember when Henry advertised that you "could buy a Ford in any color, so long as it's black." This year, the 50th Anniversary of the Ford Motor Company, you can get your new Lincoln in any one of 13 basic colors and 30 (count em 30) two-tone color combinations, along with a fairly dazzling selection of upholstery fabrics; which include leather, nylon, broadcloth, tweed and something called frieze. The doors also have a new two-position check mechanism featuring a halfway stop to hold them open when you dismount into one of those skinny 1953-type garages.

In summing up, the Lincoln is a high-priced car giving a high-priced performance. As of now, I haven't tested the 1953 Cadillac or 1953 big Chrysler. On what I have seen to date, I can honestly state that the 1953 Lincoln is America's finest automobile.

1953 and 1952 Lincolns with HydraMatic drive			
Performance	1952 Capri	1953 Capri	
0 – 30 mph	5.3 seconds	4.42 seconds	
0 – 50 mph	10.8 seconds	9.7 seconds	
0 – 60 mph	14.1 seconds	12.61 seconds	
0 – 70 mph	20.4 seconds	17.6 seconds	
Top speed	98 mph	110 - 112 mph	

My First Car...

By Jon Wessel, Springfield, Missouri

The era I grew up in was quite different from today. I can remember no one who thought it might be acceptable to delay getting their driver's license or even foregoing it altogether. Several of us had dirt bikes; which we rode on the street on a regular basis at the age of 14. When our 16th birthday rolled around, we wanted a car and we wanted it now.

My mother understood and duly transported me down to the motor vehicle bureau on my 16th birthday so that I could take my driver's test in her Oldsmobile Vista Cruiser wagon. I think she was happy that I would no longer be trying to evade the police on my dirt bike due to the lack of a driver's license. I already was a hot rodder at heart, and my friends and I had already made the rounds of the various used car lots in town, making a note of the SS Chevelles, GTOs, and 442s. My dad was an Oldsmobile dealer and a very conservative one, but I had higher aspirations than a Cutlass Supreme with whitewall tires. He promptly threw my list in the trash can.

My mother, ever the saint, commandeered a pale yellow 1969 Cutlass convertible from the used car lot and presented it to me. It had a Rocket 350, bucket seats, console, chrome wheels, and air conditioning. I was in seventh heaven. One day, several months later, my father informed me that my beloved '69 Cutlass would have to be returned to inventory to be sold. I was sad.

My father, wisely, would not allow me to drive a 4-speed or a 455-powered car, not that he ever ordered any. I had the freedom to order whatever I wanted, as long as it was a 350 with an automatic. So as the '70s gained momentum and performance continued its downward spiral, I needed to satisfy my hot rod cravings. I wanted "my" car, all mine, not a demo. It had to be fast.

In 1975, I spotted a derelict 1968 442 sitting on one of the used car lots down the street from the dealership. It had a nice interior, straight body, no rust, and faded paint. More importantly, it had a 400 engine with a 4-speed transmission. It was mine for \$350. It was the antithesis of my demo: no power steering, no power brakes, no air conditioning. But it was all mine. The engine was blown, so I had it towed up the street to the dealership. I was working back in the shop at the time, and one of the other young mechanics (they were "mechanics" back then, not "technicians") asked me what my plans were. I



Jon's first car was very similar to this 1968 Oldsmobile Cutlass 442.

told him I planned to rebuild the engine and ask one of the body shop guys to help me paint it. He had a '68 442 himself and wanted to build an engine for it that was more fuel-economy oriented. He said he would like to have the 400 out of my car and in exchange he offered me a marine 455 out of a jet boat. How could I refuse?

I rebuilt the jet boat engine, added a hot cam, a Holley carb and a set of headers, and was ready to tackle the mean streets. On my first outing, I bent all the push rods in the engine. So it was back to the shop, hood off, engine out and starting over. On my second outing, I bent all the push rods again, and I wasn't even getting on it. Rinse and repeat. On the third outing, I really babied it, but it was more of the same. The clattering death knell of the bent push rods was back. I was beyond exasperation at this point. One of the older mechanics, a smart man underneath the slow drawl, ambled over and said, "Try adding an extra head gasket." That worked, of course, but it sure would have been nice to have been informed of that the first time. I suppose I had to pay my dues, but the beast was finally running!

One of the body shop painters had shown me how to sand down the car and how to feather in and prime the rock chips. He didn't trust me with air tools, so I had to do it by hand. Many weekends were spent sanding and priming and sanding and priming. I sought his approval every Monday morning, but it never came. Finally, after months, he gave it. He painted the car back in its original color of Jade Gold Poly; which was a fancy name for dark green. I couldn't have been happier with my "new" car.

The car was simply a beast. With over 400 horsepower, 500 foot-pounds of torque, a 4-speed and 3.91 gears, traction on G60 bias-ply tires was practically non-existent. My mother wondered why I asked for only rear tires for my birthday. I explained to her that for some reason, they seemed to wear out more quickly than the fronts. She smiled as if she understood. I took my father for a ride in it one day and scared the bejesus out of him. Life was good.

Ultimately, the combination of no air conditioning, no power steering, no power brakes, heat from the headers and 5 miles per gallon on the ever-increasing price of premium fuel dulled the novelty and the fun. I sold the car to a man that lived down in Branson; who totaled it not long after. But, as with most of us, I will never forget my first car, nor the adventures it provided.

Our thanks to Jon Wessel for this fine story.

Memories of my Dad's 1969 Continental

By Richard Hahn, reprinted from the third quarter, 1994 *Continental Comments* (Issue 199)

I recently became a member of LCOC because of a longtime affinity for Ford Motor Company products in general, and Lincoln automobiles in particular. I have enjoyed reading *Continental Comments*, and am looking forward to opportunities to meet other LCOC members.

I wish to share some thoughts which hopefully will prove of interest to other *Continental Comments* readers, particularly those whose love for Lincolns stems (at least in part) from treasured childhood or family memories interspersed with recollections of a certain special Lincoln around during those times.

My Lincoln memories are dear to me primarily because of the owner of the cars involved. My father inspired and taught me as probably no other in my life. He and I shared many times together riding in, working on, washing/polishing, or doing something else directly or indirectly involving these cars.

My father owned two Lincolns over the years-1964 and 1969 Lincoln Continental sedans. I was young enough during his ownership of the '64 not to remember much vivid detail about the car. It was beige in color, with a tan leather interior. My father, an engineer with exceptional interest and talent in things mechanical, kept his 1964 Lincoln (and all of his cars) in immaculate condition. Not previously having been introduced to such amenities as power windows or windshield washers, I can remember being utterly fascinated with many of the features of this car, (often, I am sure, to the amusement of my father and others.)

The car, which I have the sharpest recollection and fondest feeling for, is the 1969 Lincoln Continental sedan. Dad bought this car in 1970. My father was always very careful to search carefully to find the best deal on a top-notch car and meticulously examined any prospective purchase himself. He found the '69 at a Ford dealership, where it had been traded in by its original owner, an Air Force Colonel. As a youngster, when I saw dad's new Lincoln for the first time, I was impressed with how spacious, large, "grown-up" and modern this car looked.

Dad's 1969 sedan was Wimbledon White in color and did not have the vinyl top. Without the vinyl top, we thought, the Lincoln had a sleeker, more functional, less gaudy look. The car had a medium blue fabric interior, with darker blue plush carpeting. Installed options included the "Stereo-Sonic" AM radio/eight-track stereo tape system, automatic climate-control air conditioning, tilt steering wheel, front seat head rests, power antenna and six-way power front seat.

When we kids went to visit with dad in our younger days, I would look forward to riding in the Lincoln with him. The Lin-

coln was, after all, the car; which we would use in going on many wonderful outings to the zoo, beach, museums, restaurants and such. Dad impressed me as one who was "bigger than life"; secure, stable and strong; and who gave me a real sense of security amid a somewhat tumultuous childhood. Of a certainty, a 1969 Lincoln automobile does not innately provide "security," but recollections of a feeling like this comes to me when I see a vintage Lincoln. Hopefully, these words are making sense to some readers.



Above, 1969 Continental sedan, similar to the one owned by Richard Hahn's father.

As I grew older, I was able to help my father in doing simple car care tasks such as washing and polishing. Many, many times, I would look forward to a sunny Saturday morning when I could go over every square inch of the car and make it look pristine again, before taking a break for a delicious homemade lunch.

My father also began to educate me about car maintenance. He and I spent much time together under the forward-

hinged hood of the Lincoln, doing preventative maintenance work, as well as needed repairs. I changed the oil and filter, spark plugs, and ignition components many times for dad. I can also remember helping him in dismantling the top end of the big 460-cubic inch engine to replace a set of hydraulic lifters. Dad's patient and loving way of introducing me to automotive anatomy probably accounts for my continued affinity for tinkering to this day.

When I became old enough for driving instruction, I did most of my learning in lighter, easier-to-manuever cars. I did get to drive the Lincoln some, though. It was interesting being introduced to power brakes for the first time. Perhaps there still exists a skid mark made on a road somewhere during my learning. Subsequently, I was able to enjoy many drives with safe and easy stops.

My father kept his Lincoln for about 10 years, during which time it gave him about 160,000 miles of faithful service. He finally sold the car because of a lessening availability of premium leaded fuel.

I have had opportunity recently to once again ride in and drive a vintage Lincoln similar to my dad's '69, and what wonderful memories it brought back! And in this day of cramped compact economy cars, what a re-freshment it was for my '64" frame to be seated comfortably in an automobile again. I have ridden in and driven a number of luxury cars, including brand-new '93 Town Cars. I can sincerely say that the 1969 Lincoln Continental, of any vehicle I have ever seen, is unsurpassed in roominess and seating comfort.

Someday I would like to own and restore a 1969 Lincoln Continental. This is certainly my classic Lincoln of choice.

Preview of Coming Events

- November **Year end Sunday Brunch** at Dangerfield's in Shakopee.
Sunday, November 11, 11:30 AM
- December No North Star events planned for this month. Take some time to celebrate with your relatives and friends.
- January Sunday brunch — time and place to be announced in our December issue.



For Sale

1990 Mark VII Bill Blass

Good condition, runs and drives great. 47K miles \$5,000 — Call Clarence Stender, 952.467.2883 or Cell 612.247.4828



For Sale

1983 Lincoln Mark VI coupe. Nice red car with white top and white leather interior.. New exhaust, EGR valve, plugs, dist cap and wires. New valve cover gaskets. New tires. New fuel injector regulator. Runs and drives great. Nice paint and interior. 47,000 miles. \$5,500.00.

Jim Christenson 320-262-3288

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North Star Activities



Dangerfields Restaurant,
1583 First Avenue East, Shakopee, MN

Mark your calendars now....

*****Our Last Brunch for 2018*****
Sunday, November 11, 11:30 AM

Please RSVP to Jay White jay@jwhiteandassoc.com or
Bob Johnson 651.257.1715, email; arborbob41@aol.com
by November 7, 2018.

No Activities planned for December, to permit you to spend plenty of time with family and friends. Enjoy the holiday season and we will be back with a fresh slate of activities beginning with a January brunch to help all our members celebrate the New Year.

Members with ideas about events for 2019 should get in touch with your North Star Board of Directors and let us know what you would like us to do. Keep in touch, we value your opinion.

Let us all get together to welcome in the
New Year at our first event for 2019.

We will be having our January Sunday Brunch early in the New Year. Check this page in our December issue for the location, date and time. It will be a nice place with very good food and service. Perfect for getting together and doing some serious visiting with your North Star friends.