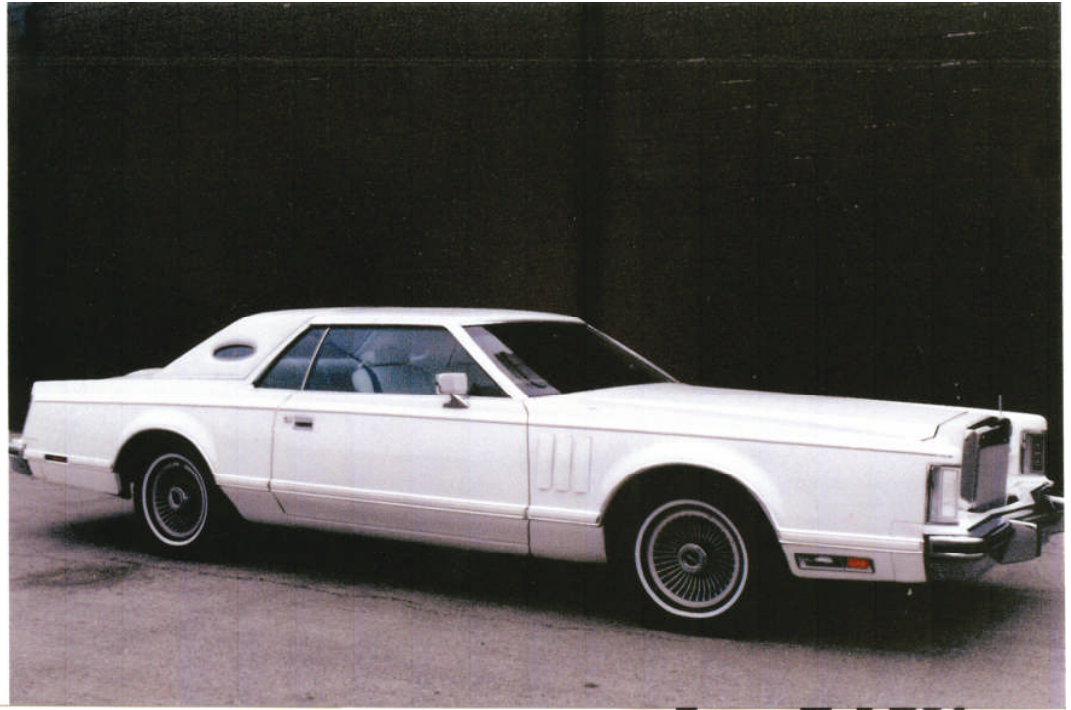


My "Other" Pride and Joy



Gil Bage loves Lincolns, especially this triple white Mark VI

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.

Let's start the story with a trip to visit my uncle Jim Bage, living in Phoenix AZ., after retiring from Chrysler as a tool and die man, for many years. He had also worked with Ford in the 50's, where he was involved in machining parts for the 430 CID motor, for the 1958 Lincoln.

Leaving for Phoenix in June 1991, I was driving a 1979 Continental Mark V, silver, with black leather interior. After a couple days of visiting and site seeing with uncle Jim and family, the trip then turned into auto part searching. With temperatures over 110 degrees by noon, checking out auto wreckers, was done in the early mornings. All interior parts were severely sun damaged, and considered non salvageable. Exterior parts were virtually rust-free. The afternoons, were left for checking out car lots.

As mentioned in an earlier article about "My Pride and Joy", I

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Board Of Directors - 2014

Title	Name	Phone Numbers	email
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilescu	H(651)488-3878	
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	
Director at Large	Dennis Owens	H(612)269-6482	

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

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

Pride and Joy continued...

(Continued from page 1)

was still hoping to find a triple white Mark III. However, an unexpected triple white 1979 Mark V, was found on a small car lot, displayed on a ramp. The undercarriage was rust-free, and the white leather interior was in great shape. Originally sold in Grand Junction Colorado, this car also had the high altitude package. The search for a triple white, was completed with the sale.

Uncle Jim stored my purchase, til I could fly back in September, to drive it back to Manitoba: uncle Jim would ride shot-gun. Before leaving Phoenix, I purchased and had installed aluminum turbines, spark plugs, and an oil change. The 2220 mile trip home, was uneventful.

After a few summers of local trips, I replaced the belts, hoses, and spark plug wires (Motorcraft replacement are grey in color). The brake master cylinder was replaced five years ago, followed by a new fuel pump (compatible with alcohol fuel), when I started the engine compartment detailing. Upcoming replacement of the exhaust Y pipe, will be required. Otherwise, my triple white Mark V, is original. The high altitude package, consists of a compensation system on the carburetor, a 3.00 axle ratio, which help in acceleration for the 400 CID; the only engine available for the 1979 Mark V.

Our thanks to Gil Bage of Lockport, Ontario for this article on his 1979 Mark V. We also want to thank Gil for coming down to attend our North Country show and the Mid America at Rockford.

Trivia from the Internet



From the late fifties through the early seventies, those of us who lived in the Midwest and often traveled by automobile at night were magically drawn to the powerful clear channel signal of WLS, Chicago at 890 on the AM radio dial. These were the days before FM and Sirius/XM satellite car radios and you had to search for a good sound to listen to. For many, WLS was the sound that kept you awake while travelling at night.

In the 1920s, Sears, Roebuck and Company was a major mail order company. To target farmers, Sears bought time on radio stations, and then decided to form their own station. Just before the permanent station was ready, Sears began broadcasts on March 21, 1924 as WBBX with noon programs using the WMAQ studios. WLS was one of the original

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Editors Message

October 2014

September was a very busy month. The North Country car show went well, and all who attended had a good time. The weather was the best and we had some very nice Lincolns in attendance. Olga got to meet and greet our members and did her best to show interest in what was going on at the show.

The Mid America in Rockford was a great four days. Non stop from beginning to end, the quality of cars on the show field was very, very good. The Lake Shore Region should feel proud of their efforts. Everything came together and worked well. Rockford was a good location for most of our

members. From Burnsville, it is about 340 miles, a very easy drive. It's a location that I wouldn't mind going back to in a few years.

The week after the Mid America, Marion, Olga and I went down to Des Moines, IA for a day to take in the 2014 Samoyed Club of America Specialty show. Car shows and dog shows are not totally dissimilar. Where the LCOC has a group of judges critically examine each car in a particular class, the Samoyed club has but one judge looking over a number of dogs at the same time in the conformation ring. The show was well attended with several hundred Samoyeds and their proud owners getting

together for a week of fun and friendship. Promising dogs are very heavily campaigned by their owners in hoping of winning top dog of the year. This usually involves entering your dog in every AKC sanctioned show, over every weekend to get as many points possible. I have heard that to achieve top Samoyed status, an owner/breeder

may spend anywhere from \$50,000 to \$100,000. And we thought that getting that Lincoln cup or an emeritus trophy was not easy or inexpensive. We were pleased to finally meet in person our long time friend, Jim Cheskawich, from Woodland, Washington who also came to the show.



Olga is excited about Halloween coming up at the end of the month. She has her "Princess" dress on and will be greeting all the children knocking on our door trick or treating.

Jim let us adopt Faithie from him in December, 2004 and put us in touch with the couple who we got Olga from this past July. We have talked by phone frequently and exchanged many emails over the years, but never met in person. He is a fine gentleman and has contributed much to the breed over the years. He is encouraging me to write an article about the similarities between our two clubs and a comparison between dog and car shows.

Please don't forget to attend our next event, the fall potluck/auction at Morries in Long Lake. See the back page for all the details.

David, Marion and Sweet Olga, the Samoyed....

(Continued from page 3)

50,000 watt Class I-A clear-channel stations which did not share its frequency (of 890 AM) with any other station during nighttime (sunset to sunrise) hours.

Sears broadcast test transmissions from its own permanent studios on April 9, 10 and 11, 1924, using the call sign **WES** (for "World's Economy Store"). On April 12, 1924, the station commenced officially, using the call sign **WLS** (for "World's Largest Store"); and on April 19, aired its first *National Barn Dance*. Sears originally operated its station at its Chicago headquarters on Chicago's West Side where the company's mail order business was located. Sears then moved the WLS studios into the Sherman House hotel in downtown Chicago.

Sears opened the station in 1924 as a service to farmers and subsequently sold it to the *Prairie Farmer* magazine in 1928. The station moved to the *Prairie Farmer* Building on West Washington in Chicago, where it remained for 32 years. For a few months after ABC's 1960 purchase of it and the format change, the "bright new sound" that began in May 1960 was broadcast from the *Prai-*

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Directors Message by Bob Johnson

October 2014

The month of September has been a very nice month, sunny, warm and no frost as yet, here in Shafer. The best part is that the rain has stayed away from our activities. We drove to the Mid America meet in Rockford, Illinois without getting our car messed up by wet roads. Even the bug cleanup on our car was easy. We did earn another Emeritus award with our 1989 Mark VII Convertible. So far, during the past year, we have driven over 12000 miles and covered nineteen states in this great country going to LCOC National Meets.

We are winding down our activities for the year, and have only two left. In October, it will be our annual potluck/auction, and in November it will be our year end Sunday brunch. We hope that you can attend. Our members are the best and we hope that you will join us for fun and fellowship. Oh, yes, and come to see our beautiful Lincolns.

The annual North Star potluck and auction, will be at Morries, Long Lake, Sunday, October, 12th from 10:00AM to 3:00PM. Morries car collection will be open from 10:00AM to 12:00PM only. We will eat at 12:30PM. **There will be an Auction, beginning about 1:30 PM, so please bring a Lincoln item to auction off.**

Please RSVP by Monday, October 6th, to Roger Wothe, 952.473.3038 or email rwothe@mchsi.com, with how many are coming and what item you plan to bring to the pot luck to share. It is important that we hear from you as there are certain items which the club provides, and we need a fairly accurate count to make sure that we have what we need to have a nice event. If you plan to bring guests, let us know the names so we can pre-print name tags.

Our eighth annual classic Lincoln car show was held on Saturday, September 13th at Luther North Country Ford Lincoln, Coon Rapids. It was a lot of fun and we enjoyed good weather and were able to see 18 very nice Lincolns. There will be more information about the car show in another part of the newsletter.

The Mid America meet in Rockford, IL, was the largest LCOC meet since our 2012 meet in Bloomington. The North Star Region was represented by 17 Lincolns and 22 registered members, who received many awards. I don't have the complete list yet, so I will wait and put the details in the next newsletter. The one major award, **People's Choice Award, for Best of Show, and voted on by registered meet participants was won by a 1937 K Coupe Le-Baron, owned by Tom Brace, St Paul, Minnesota.** It was the first time this car was shown at a LCOC National Event and was the hit of the show. The Lake Shore Region did a tremendous job in planning and putting on the meet. The meet was very well attended with over 80 Lincolns registered for the show and 180 members at the Saturday night banquet. Ed Myhre was asked to do the Friday night auction and he really worked hard to get the most out of the donated items.

Each year in the fall, our Region is required to elect by blanket ballot,

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rie Farmer Building. WLS didn't make the move to downtown Michigan Avenue's Stone Container Building, located at 360 North Michigan Avenue, until October of that year. Thirty years later, it would move once more, to its present location at 190 North State in downtown Chicago. It was the scene of the *National Barn Dance*, which featured Gene Autry, Pat Buttram, and George Gobel, and which was second only to the *Grand Ole Opry* (in itself a local *National Barn Dance* spinoff) in presenting country music and humor.

The station also experimented successfully in many forms of news broadcasting, including weather and crop reports. Its most famous news broadcast was the report of the Hindenburg disaster by Herbert Morrison.

Starting in the 1930s, WLS had been an affiliate of the Blue Network of the National Broadcasting Company (NBC), and as such aired the popular *Fibber McGee and Molly* and *Lum and Abner* comedy programs (both produced

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

September 4, 2014

Regional Director Bob Johnson called the meeting to order at 7:02 PM in the second floor conference room at Morrie's Ridgedale Ford/Lincoln. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Dennis Owens and Roger Wothe. Region members Mary Johnson and Bruce Freiberg were also present. Board members absent were Harvey Oberg, Bob Gavrilesu, Jay White and Tom Brace. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reported on the recent Lincoln Museum Dedication. He thought that the whole Dedication was fantastic. Pictures will be posted on the LCOC web page shortly. There will also be a twenty page insert in the November/December *Continental Comments*. All four Lincoln Clubs were represented: LCOC, LZOC, LOC and Road Race Lincoln Registry. The Museum has a new website: <http://lincolncarmuseum.org>. We are almost out of the new grille badges so Harvey was authorized to order forty more. The terms of Bob Johnson, Bob Roth and Jay White will expire at the end of the year. All three have agreed to run again for a Board position with the additional nomination of Richard Eilers. All nominations must be filed by Monday September 15 to Roger Wothe at rwothe@mchsi.com or 952-473-3038.

Regional Director Bob Johnson presented the Treasurer's Report for Treasurer Harvey Oberg. The Treasury balance at the end of August is \$3,013.86 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership to be about one hundred fifty-four. He has received two new membership applications. Dave continues to need more "My Pride and Joy" articles.

Secretary Roger Wothe reported that the top two places at the recent Classic Car Club of America Grand Classic in Stillwater went to two Lincolns from the North Star Region.

Activities:

The 6th Annual Wayzata Rotary Club Charity Motorsports show will be Sunday, September 7th from 10:00 AM to 4:00 PM in downtown Wayzata in conjunction with the J.J. Hill Days celebration. All makes and years are welcomed.

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2014 LCOC Mid America

(Continued from page 5)

at the studios of Chicago's NBC-owned stations, WENR and WMAQ) during their early years. When the Federal Communications Commission forced NBC to sell the Blue Network, WLS maintained its affiliation with the network under its new identity, the American Broadcasting Company (ABC). Under this affiliation, some programs from the network that were not commercially sponsored or which were scheduled to cross the time that WLS and WENR shifted its use of the same frequency (such as baseball or football games) were transferred to air on a third Blue Network/ABC affiliate in Chicago, WCFL. Blue/ABC network broadcasts of addresses by labor leaders were also shifted away from WLS and WENR to WCFL, which was owned at the time by the Chicago Federation of Labor.

WENR became active in late 1924 and early 1925, the creation of E. N. Rauland, whose company manufactured the All-American brand of radios. Rauland

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By all measure, the 2014 Mid America meet at Rockford this past September was a success. The weather was good, with no rain until after the show on Saturday. The show field was laid out with some of the very best cars you could expect to see at a meet, many of which I have not seen before. The LCOC members and guests were all in good spirits and really seemed to be enjoying themselves from sunup to the late hours of each evening.

The event started out with the traditional welcoming reception, Wednesday evening. A lot of folks came in early and did attend. Several hours were spent catching up with old friends, many I have not seen for a few years.



Thursday morning, after breakfast, began with a tour out to the Illinois Railway Museum, about 35 miles from nowhere over at Union, Illinois. There are people that collect stamps and coins. Most of us have a few Lincolns home in our garage. But a collection of locomotives and passenger cars is something else. The Illinois Railway Museum really has quite a collection. It is one of, if not the largest collection in the US of all things railroad. Upon our arrival, we received a short briefing from one of the guides. Then, it was "All Aboard" for us as we went for a five mile ride (and back) on one of their electric street railway cars. Today, these electric

powered cars are known as light rail trains and are once again becoming a popular way to travel around cities. Housed in a number of train barns, were examples of different types of both steam powered and diesel electric locomotives. It was a very interesting way to spend a few hours and I would recommend that anyone interested in trains visit this very fine collection.



Thursday evening it was "on your own" for dinner arrangements. After a day of walking around, I went back to my room and put my feet up for a while. There was an evening presentation by Richard Schierloh, retired Ford Motor Company designer. Mr. Schierloh contributed much to the design of the 1969 Mark III, and went through the design process, which eventually led to the production of the Mark III, one of the most successful and profitable cars that Lincoln has ever turned out.



Friday morning, we set off on the Historic Auto Attractions in Roscoe, IL. It is a very interesting collection of

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started with 10 watts on 1030 kHz in 1924; on March 19, 1925, he received his license for WENR at 100 watts. By late 1925 WENR was using a 1000 watt transmitter designed by Rauland himself. The station quickly entered into a time-sharing agreement with WBCN, owned at that time by the Chicago Southtown newspaper. The two stations changed frequencies to 1040 kHz a year later.

By 1927, Chicago investor Samuel Insull had taken serious interest in both stations. A founding partner of KYW, he sold his interest in it and had started Great Lakes Broadcasting. Insull purchased both stations, paying \$1 million for WENR alone. Under Insull's management, the two stations once more changed frequencies, this time to 870 kHz, when the combined stations became the first Chicago radio station operating under 50,000 watts of power from a new transmitter in Downers Grove, Illinois in 1929. Insull's Great Lakes Broadcasting holdings also included a mechanical television station, W9XR, which went on the air after the Downers Grove transmitter was installed. Insull moved his

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2014 LCOC Mid America continued...

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automobiles and collectable items from specific periods in American history.



There is much devoted to the Kennedy Era. Some of the types of cars that President Kennedy used are on display. A number of Lincolns and Cadillac's, including the 1956 Cadillac long wheel base open car that was used by the Secret Service and immediately followed the Lincoln Continental that President Kennedy was riding in on that fateful day in Dallas.



There is also a 1950 Cosmopolitan limousine, bodied by Henny, which was used by both Presidents Truman and Eisenhower. Also in the museum are many of the dresses and suits worn by Jacqueline Kennedy all in nice displays for us to see. There is also a section devoted to entertainers. The Lincolns owned by both Elvis Presley and Conway Twitty are there and in very beautiful condition. The exhibits all have detailed infor-

mation fully describing what is being displayed. There is a lot to see and it takes several hours just to go through and catch the highlights.



Col. Sanders 1939 Lincoln K limo

Friday evening featured a buffet dinner and the Friday night mainstay, the parts and automobile auction, featuring Col. Ed Myhre. Col. Ed, a long time North Star member, did his best to excite the crowd and get the most cash for what was being offered. North Star member Phil Skaar's delightful son Jacob and daughter Jency helped out by displaying auction items and delivering them to successful bidders. I think they alone were responsible for a significant boost in sales that evening.



Gaye Purvis and her 95 Town Car

Saturday was the day of the show. There was also a threat of heavy rain

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stations first into Chicago's Strauss Building, and then to his own Civic Opera House. The investor's fortune began dwindling by 1931; Insull then sold the licenses of both stations to National Broadcasting Company. By early 1933, WBCN's call letters had left the airwaves and the frequency was occupied by WENR, which became part of NBC's Blue Network, and by WLS. NBC shut down W9XR by 1933, just as it had done with WX9AP, which it acquired in its purchase of radio station WMAQ.

Changes were made regarding AM frequencies in 1941 as a result of the North American Radio Broadcasting Agreement; this moved WENR and WLS from 870 kHz to 890 kHz. In August 1943, NBC was ordered to divest itself of the Blue Network and its stations; WENR and Blue were sold to Edward J. Noble. In 1945 the Blue Network would be renamed as the American Broadcasting Company. The 1931 sale of the station to NBC moved WENR from the Civic Opera House to the Merchandise Mart, NBC's Chicago headquarters. The station continued on at the Mart until 1952 by becoming NBC's tenant, moving back to

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Northstar Welcome Wagon

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

Fall is here but hopefully we can enjoy our special vehicles a few more times before MNDOT begins salting the roads. This month it is my privilege to introduce you to our newest Lincoln Club members. They share with us an interest in quality automobiles but WOW is the word that came to mind when they told me about their cars.



First let's meet George and Laurie Beyer, 7031 West Wisconsin Avenue, Wauwatosa, WI 53213, 414-763-9988, gbeyerwi@gmail.com. Their WOW cars include a 1936 Lincoln K Touring, one of only eight produced, George and Laurie also enjoy a 1928 Packard Phaeton, and a 1977 Morgan.



Our next new LCOC members are Scott and Jeanette Simdorn, 42184 Hwy 1, Ottertail, MN 56571, 701-640-1572, scott.simdorn@swanflo.com. Their WOW cars include Packards, Cadillacs, Mercedes,

and of course a very special 1931 Lincoln K Sport Phaeton which has been part of their family for six years. The Packard side of the family includes a 1933 '8', a 1937 Convertible, a 1937 V12 Victoria, a 1941 '180' Limousine, a 1942 Rollston Limousine, and a 1948 Custom. The Cadillac members of the family include a 1928 Cadillac Convertible Coupe, a 1936 Series 75 Seven Passenger Sedan and a 1938 Series 90 V16 Limousine. Scott and Jeanette also enjoy their Mercedes 280.

Our final new member this month is Matthew C. Foley, 2092 Sargent Ave, St Paul, MN 55105, 612-280-4930, mcfoley@earthlink.net. For the last ten years Matt has enjoyed his WOW car,

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the Civic Opera House in that year. Paul Harvey's Chicago broadcasting career began at WENR.

WENR and WLS used the same frequencies in a time-sharing arrangement until 1954, when ABC (then known as American Broadcasting-Paramount Theatres) bought a 50 percent interest in WLS and combined the stations. In November 1959 ABC announced its purchase of the Prairie Farmer and its half of WLS, giving ABC full ownership of the station.

In 1960 WLS hired star disc jockey Dick Biondi (a 1998 inductee of the National Radio Hall of Fame) from WEBR in Buffalo, New York, to anchor the station's new Top 40 music radio format that began May 2, 1960. To promote the WLS "Bright New Sound", ABC executives did some advance publicity by bringing two of its new personalities to Chicago early. Biondi and colleague Bob Hale made the media and music rounds. After their first big day as the representatives of the new WLS, they returned to the station that evening to begin asking for and taking collect phone calls from any point in the

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More Mid America

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somewhere between 10:00AM and 1:00PM. But, we did luck out and the rain held off until the judging was completed and the show field released.



Reuben Taylor's 1926 model L

Reuben Taylor from Illinois had the oldest car on the field, a 1926 Lincoln model L. The 1930's and 1940's were very well represented. There was a mostly original 1939 Lincoln Zephyr four door sedan that was a real treat to see.



Foreground, 1939 Zephyr sedan owned by Jim Hubacek and Theresa Castro. Background, Lloyd Pearson's 1939 three window coupe.



Tom Brace going into detail about his award winning 1937 K.

And our own Tom Brace showed his 1937 K coupe that as we all know is a people magnet. The quality of the restoration really shows and Tom went home with an award to prove it.

I was a bit disappointed not to see any 49 – 51 Cosmopolitans, but there were a lot of other nice cars from that decade being shown. The awards were given out at the Saturday evening awards banquet and I do believe that everyone from the North Star region went home rewarded for their efforts.



North Star Member Phil Skaar with daughter Jensyn and son Jacob and their award for their '63 Continental.

We should be very proud of our members for their awards and the fine cars that they have. It was a good show, with eighty plus cars entered for judging. Complete meet results will appear in Continental Comments in the near future. The meet related activities were also very good and it proved a good opportunity to visit with our old friends and meet some new ones. As Bob Johnson would say, it was fellowship at its very best.

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US. Calls came in from across the country as well as from a couple of ships at sea. Biondi recalls the first record he played on the new WLS was "Teddy Bear" by Elvis. Many record company executives considered him to be a vital part of the hitmaking process. Biondi's playing a record on his show gave it maximum exposure to a very large listening audience; he was the most popular night time DJ in the Midwest. There was a lot of fun at WLS; in response to the record, "There Was Fungus Among Us", Dick issued his listeners "Fungus Licenses".

In 1961 he made a record, "On Top of a Pizza" (a parody of "On Top of Old Smoky" and "On Top of Spaghetti"), that became a local hit. The flip side of the record is "Knock Knock", a nod to the jokes Dick told on the air so often. (e.g., "Knock knock." "Who's there?" "Biondi." "Biondi who?" "Biondi Blue Horizon.") In 1963, Biondi left WLS over a dispute involving the number of commercials on his radio show. Rumors and urban legends still persist that Biondi told an obscene joke on the air which resulted in his being fired.

Mort Crowley was the first on-air voice

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Lincoln Mark V, Old School Graduate

While "old school" is a completely relative phrase, in its purest definition something that is old school encompasses philosophies and methodologies completely left behind by a changing world. And while said wisdom and values might be remembered, anything truly "old school" is likely only to make a return during periods of nostalgia.

The 1977-79 Lincoln Mark V is decidedly old-school. Truly the last 1979 passenger car to be produced featuring XL-size American dimensions (80 inches wide, 230 inches long), fuel economy barely in the double digits, and designed completely with styling in mind over aerodynamics...the Mark V embodies what traditional "American luxury cars" were known for since the dawn of the automobile.

A handsome car in its day, the V's elegant and crisp lines have stood the test of time making it a period piece that still turns heads now. Produced for only three model years, many collectors consider it as recognizable an icon today as a 1955-57 Ford Thunderbird, a 1964-66 Mustang, a 1968-70 Dodge Charger (Dukes of Hazzard), even a 1995-97 Ferrari F50...all vehicles with three-year model runs also.

That said, it is fair to say the Mark V is more an evolutionary design than a revolutionary one. Improving on its predecessor (the 1972-76 Mark IV), the '77 used the same 120-inch wheelbase as well as same front/rear tread width. While 2.2 inches were added to the overall length for styling, engineers diligently brought curb weight down from 5,000 pounds to 4,600 pounds.

Sheetmetal, grille, and bumpers were all new for '77 and embodied a sharp-edged more angular theme rather than the more rounded and heavier-looking styling of the Mark IV. Three vent slats along both front fenders were new, and served to improve interior ventilation. Evolutionary styling carried over the previous Mark IV's narrow Rolls grille, vertical "blade" style parking/turn signal lights in front fender extensions, simulated spare tire hump in trunk, concealed headlamps, and opera windows in roof c-pillars.

In a 2003 interview, Ford Motor Company designer Don DeLaRossa reflected in *Collectible Automobile Magazine* back to the Mark Vs development in the 1970s. "The starting point for the Mark V was an alternate design proposal for the Mark IV that had been championed by Gene Bordinat, corporate styling vice president. Bordinat didn't like the Mark IV design he approved for production. We extended those lines of the Mark IV, straightened them, and kept them flowing....Gale Halderman (head of Lincoln-Mercury design studio at the time) said taillamp blades that wrapped over into the rear fender tops were considered until they proved unpopular in market research."

1977 MODELS INTRODUCED October 1, 1976. Base price: \$11,396 (80,321 sold).

The standard engine for 1977 through 1979 was a 179-horsepower 400 cubic inch V8 (6.6 liters), with a 210-horsepower 460 cubic inch V8 (7.5-liters) optional only for 1977 and 1978. All Mark Vs offered mechanically advanced 4-wheel disc brakes as standard, and technologically advanced anti-lock braking systems ("Sure Track") as a \$280 option. Automatic climate control, a Cartier dashboard clock, and full power accessories were all standard.

Options of Note: dual exhausts (\$71), C.B. radio (\$285), cruise control (\$124),

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of the new WLS (6 AM); the first song played was "Alley-Oop" by the Hollywood Argyles, four full weeks before it debuted on the Hot 100. Other notable disc jockeys who worked at WLS include Fred Winston, Art Roberts, Ron "Ringo" Riley, Gene Taylor, Larry Lujack, Dex Card, Clark Weber, Chuck Buell, Kris Erik Stevens, Joel Sebastian, Gary Gears, Jerry Kay, Bob Sirott, John Records Landecker, Yvonne Daniels, Steve Dahl, Garry Meier, Brant Miller, Tom Kent, Steve King, and Tommy Edwards. Some of the production directors responsible for the sound of WLS were Ray Van Steen, Hal Widsten, Jim Hampton, Bill Price and Tommy Edwards. In the 1960s WLS was a major force in introducing new music and recording artists.

The first US airplay of a record by The Beatles ("Please Please Me") was on the WLS Dick Biondi show on February 8, 1963. WLS was voted by broadcasters nationally as "The Station of the Year" in 1967, 1968 & 1969. John Rook was named "Program Director of the Year" in 1968 & 1969 as WLS was estimated at attracting 4.2 million listeners weekly by Pulse

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Overheating Problems Fixed...

Herb Scheffer of the Lincoln Mercury Old Parts Store has kindly forwarded this tech tip about overheating engines.

There are many possible reasons for a cast iron engine to overheat or consistently run hot. Some are easy to correct, others are more difficult. My greatest knowledge is in 1950's and 1960's Lincoln and Mercury cars, but this should be applicable to many other brands and engines.

Look for the obvious and don't over think the problem;

Low on coolant.

Thermostat may be too warm. With a cast iron block, lower fuel octane, and the necessary reduction in timing the engine tends to run hotter. I recommend a 160 degree thermostat.

Thermostat may be stuck in the closed position.

Radiator cap may be worn and cannot pressurize the cooling system.

Radiator may be plugged or partially plugged. Take it to a radiator shop and have them test it. If it has this problem they can sometimes clear it with pressurizing it and blowing it clear. If the radiator core is sound they can do a process called "Rodding" which is literally sticking a rod through the radiator core passages to clean them. If the radiator core is bad, then recoring the radiator is the only option.

If the engine has only a four blade fan, replace it with a five or six blade fan to increase air flow. There are also after market high velocity fans available for sale.

If the engine is equipped with a fan clutch on the fan, make sure it has resistance when it is cold and you spin it by hand.

Make sure the water pump is in good working order and not leaking or making strange noises.

Now for the messy part when the engine continues to run warm. This is primarily the process I recommend when working on the MEL engines 383, 410, 430, and 462. The process can also be used on other engines. One of the most common reason for running hot is the accumulation of "silt" partially plugging the cooling passages in the engine.

Drain all coolants.

Remove all accessible freeze plugs from the engine. The rearmost freeze plugs on the engine block.

Remove the water pump and if it is old and crusty, replace it.

Behind where the water pump mounts you will see two holes that are 1 5/8" Diameter (There are a few that measure 1 1/2"). Inside are cylindrical shaped Water Diverters. Inspect them to make sure they do not have any rust through or even pinholing from rust. If they are in poor shape, REPLACE them. They are easy to remove since they were made from very thin galvanized steel. Aftermarket Water Diverters are generally machined from solid billet aluminum or brass (both will outlast the car and us) and are very sturdy and easy to install. It really helps to remove them when flushing the engine.

Also behind the water pump mounting are two thermostats about the size of a quarter. These are called internal engine thermostats and should be removed

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research. Dr. Cody Sweet became the voice of "WLS Super Summer Radio" in 1967.

The WLS News Dept included Lyle Dean, Jeff Hendrix, Catherine Johns, Dick Harley, Harley Carnes, Linda Marshall, Karen Hand, Jim Johnson, Jerry Golden, Jim Wynne, Stan Dale, Bill Guthrie and Les Grobstein was the Stations Sports Director.

WLS also produced the weekly Silver Dollar Survey from October 14, 1960, to December 22, 1967, broken by the Silver Beatle Survey on February 21, 1964 and the Super Summer Survey from May 5, 1967, to August 25, 1967. The survey nominally contained 40 current listings, except for occasional weeks when it contained less current listings, usually 20, plus a special listing of greatest oldies. Thereafter the survey changed its name numerous times (89 WLS Hit Parade, 89 WLS Chicagoland Hit Parade, WLS Musicradio 89, etc.). Starting with the July 20, 1970 survey, the number of listings dropped from 40 to 30, then varying from 25 to 40 starting June 26, 1972, then dropping to 15 by March 9, 1974, then increasing to a high of 45 by the end of 1975. No

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Overheating continued

(Continued from page 11)

and discarded. They really serve no useful purpose and restrict coolant flow. You don't need them so please don't leave them in the engine.

Now for the fun part. Start running water through the engine starting in the front of the engine. A hose will do but a pressure washer is better.

You want to go into the openings you have from removing the water pump and freeze plugs. You should see a lot of rust pouring on the ground. I do this repeatedly. If you put your finger in the furthest back freeze plug holes you should find a good amount of "silt" there. Also as you look around inside the freeze plug holes and inside the water diverter opening you will see some build up of rust on the inside walls. Remove the buildup if possible. I also will spray in high detergent engine cleaner in the openings and then flush everything out with clean water. Do this carefully till you are confident it is as clean as possible.

Install the freeze plugs, water diverters, Water Pump (Don't forget to replace the water bypass hose located between the intake manifold and water pump. It is a 7/8" hose). Point of concern but not necessary at this time: there are three freeze plugs located on the bottom of the intake manifold.

Button everything up, flush the heater core(s), replace all hoses, fill the system up (I usually start with plain water in case there are any leaks, then flush and refill with the proper mix of anti freeze.

Hopefully this should help cool down an overheating problem.

Mark V continued

(Continued from page 10)

power no-draft windows (\$85), tilt steering wheel (\$73), silver molding strips underneath doors (\$28), leather trim in place of velour (\$252), passenger side remote mirror (\$33), power glass moonroof (\$938). Padded vinyl roofs covering the rear half of the roof were a \$187 option. All models built from the factory were so equipped unless custom ordered without one. The vinyl roof was offered as a delete option, and gave a credit to customers ordering 1977 and 1978 models. For 1979, vinyl roofs were standard and could not be deleted on the order form. A full (not half) vinyl roof covering was an additional \$185+.

1978: \$12,099 (72,602 sold)

Mechanically, a wider radiator was fitted for better engine cooling, a modified transmission torque converter, and a freer flowing exhaust. The electrical system gained a maintenance-free battery and an electronic voltage regulator. A slightly smaller gas tank was fitted. The base 400-cubic-inch engine was detuned to 166 horsepower.

While the two choices of aluminum alloy wheels were unchanged from 1977, base model wheel covers were redesigned from a flat disc appearance to a more three-dimensional shape. Wire wheel hubcaps were introduced for the first time on all Lincolns as a \$233 option this year. (See above slide show for pictures). A \$900 "carriage roof" option which simulated the look of a convertible top was introduced for '78. Made out of vinyl textured to resemble canvas type grain, it covered the whole roof and featured fake top braces and stitching. It was quite convincing.

A digital Miles To Empty gauge (\$125) was a new option that calcu-

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surveys were printed from March 13, 1972, through July 16, 1973. The year-end listing was the 20 greatest hits of the year for each year from 1963 through 1966, increased to 89 from 1967 onward.

By the mid-1970s, WLS became conservative about introducing new songs, and many record promoters referred to the station as the "World's Last Station" to add new releases for airplay, usually only after the songs had reached the top 10 on Billboard's Hot 100.

(However, in very late 1974, the station started playing the track "Lady" by the Chicago band Styx from an older album of theirs, resulting in other stations around the country adding the song and making the track Styx' first national Top 40 hit.) During the 1970s WLS ran a Sunday night music interview program called Music People. Well into the 1980s, WLS continued as a mainstream Top 40/CHR station. By 1985, the music evolved into more of a Hot AC (Adult Contemporary) format. In 1986, WLS began evening talk programming as its ratings were on a steady decline.

From the internet....

More Mark V

(Continued from page 12)

lated the number of miles a driver could theoretically travel before running out of gas. While computer controlled fuel injection was never an option on Mark Vs, a rudimentary on-board system used engine vacuum pressure instead to guesstimate fuel economy, then multiplied that by the amount of fuel remaining in the tank. While crude compared to today's standards, it was the first use of a digital gauge showing a mechanical function in any production car.

A limited production Mark V "Diamond Jubilee" Edition was offered to celebrate Ford Motor Company's 75th anniversary. Available in light blue and gold metallic colors, Diamond Jubilees cost \$8,000 extra and featured every available option. Unique body color matching of the turbine spoke alloy wheels was a feature unique to Diamond Jubilee editions. 5,159 were produced. Note: similar Diamond Jubilee packages were offered on the 1978 Ford Thunderbird.

The optional C.B. radio (\$321) was redesigned to feature a digital display for channel numbers.

1979: Base price \$13,067 (75,939 sold)

-Mechanical changes for 1979 included the discontinuation of the automatic parking brake release, a heater core inlet and supply line enlarged for improved performance, and ignition and door-lock modification for better antitheft protection.

-The 460 cubic-inch V8 engine (7.5 liters) and dual exhaust options were dropped after 1978, and were not available in the Mark V's final year. All '79s were equipped with the 400 cubic-inch V8 (6.6 liters), two-barrel carburetor, and single exhaust.

-Diamond Jubilee editions had proved very popular the previous year - but because Ford's 75th anniversary would not translate to 1979, the packages returned in another guise. By 1979, every car sold in the United States except the Lincoln Mark V and Continental sedan had been downsized to meet upcoming 1980 fuel economy laws. To commemorate the Mark Vs unique XL holdout status in its final year, the "Collector's Series" was created. Also selling for upwards of \$8,000, Collector's Edition interiors, exteriors, and features were identical to Diamond Jubilee - only in different colors. Offered in just two colors initially (midnight blue moondust metallic and white), two additional Collector's Edition colors (light silver moondust metallic and diamond blue moondust metallic) were offered later in the '79 model year. All Collector's colors featured navy blue paint in between alloy wheel spokes, and gold paint on the front grille slats.

-Two new radio choices debuted, an 8-track stereo with digital memory settings, display and scanning function. Also new was an AM/FM non-digital stereo with a more modern cassette player (see slide show for details).

TELEVISION AND MOVIES HEAVILY FEATURING THE MARK V:

-Dallas (1978-91 television show), Starsky & Hutch (1975-79 television show)

-Knots Landing (1979-93 television show), many appearances during highway

scenes in "CHiPs" (1978-83 television show), North Dallas 40 (1979 movie)

-Robocop 3 (1993 movie), No Man's Land (1987 movie), Provinces of Night

(2010 movie), Alanis Morissette's 1996 music video "Ironic", o...aerodynamics?

Who needs aerodynamics!? As Enzo Ferrari once said, "Aerodynamics are for people that can't build engines."

From the internet Sean Connor

Board Meeting Minutes continued...

(Continued from page 5)

Saturday, September 13th will be the 8th Annual Classic Lincoln Car Show at Luther North Country Ford/Lincoln in Coon Rapids from 10:00 AM until 2:00 PM.

The Annual North Star Potluck and Auction will be held at Morrie's facility in Orono MN on Sunday October 12th from 10:00 AM to 2:00 PM. Morrie's expanded car collection will be open for viewing from 10:00 AM until noon. Members are encouraged to bring valuable automobiles, auto parts or interesting craft to the auction.

The year end brunch will be at the Roasted Pear in Brooklyn Park Sunday, November 9th, beginning at 11:30 AM. Please RSVP to Jay White or Bob Johnson.

There being no further business, the meeting was adjourned at 7:30 PM. The next meeting will be in the second floor conference room at Morrie's Ridgedale Ford/Lincoln at 7:00 PM on Thursday, October 9th.

Respectfully submitted by Secretary Roger Wothe.

More Bob Johnson

(Continued from page 4)

one third of our Board of Directors for 2015, we have three openings. The term of a Region Manager is three years. These positions will be filled by nominations in September and election using mail ballot in October. All active members of the region are eligible to nominate candidates and vote in the election. The new Board of Directors will, in turn, elect Region Officers for the term of one year this November for 2015. We have four candidates for three openings, Richard Eilers, Bob Johnson, Bob Roth and Jay White. Please vote for three! A ballot is included with the newsletter. **Please mail your ballot by October 6th, 2014, to Roger Wothe.**

The North Star Board Meeting location has changed and now will be at Morrie's Minnetonka Ford Lincoln dealership, 13400 Wayzata Boulevard, Minnetonka, MN, for the rest of 2014. October and November meetings will be the second Thursday, October 9, 2014 and Thursday November 14, 2014 at 7:00 PM. For 2015 we will again try and have our Board Meeting before our Sunday brunches, if the restaurant does not charge extra for a private meeting room. All North Star members are always welcome to attend our monthly board meetings.

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

More Welcome Wagon

(Continued from page 8)



a 1955 Cadillac Fleetwood Sixty Special. Earlier this summer Matt acquired a 1956 Continental Mark II at the Frank Warner estate auction. Matt is ready to restore the Mark II and give this Continental the respect it deserves. Matt and his fiancée Katie are looking forward to meeting many of you at our October 12 Fall Potluck at Morrie's.

Micki and I hope to be at the picnic too. Where else can you dine in such comfort after working up an appetite by viewing the greatest car collection in the Midwest?! WOW!! Don't miss it. Remember to give me job security; ask other Lincoln admirers and owners to join the Lincoln and Continental Owners Club. Keep America beautiful; drive a Lincoln!

You May Be Interested in these Items for Sale

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

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



Mark VIII file photo

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

Available winter storage: Collector cars or boats, keyless dead storage for six months in the heart of Edina. Free-standing 2 ½ car garage, 25' wide x 23' deep, holds 3 cars, boats, or combination. Sheet-rocked, insulated, 24-7 monitored security. \$1750 (=less than \$100/vehicle/month).

Dave Kotz, 612.384.0566



Northstar Region grille badges are now available.

Most of the initial order have been sold, and more are on order. To obtain yours, contact Harvey Oberg at 651.739.9754



Roll top, S-curve desk by Pennsylvania House. All solid wood, no fiber-board! Roll and center drawer lock separately, 55" wide, lamp illuminates writing surface. In absolutely as new condition. Was \$3500 new (Google Pennsylvania House), sell for \$750. Dave Kotz, (612) 384-0566

Perfect for keeping track of your old car receipts.

For Sale:

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

North Star Activities

FALL NORTHSTAR LCOC Potluck and Auction

Sunday, October 12th, 10:00AM to 3:00PM

Morrie's Conference Center

2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN

We will be able to view Morrie's Car collection for two hours only, 10:00 AM to 12:00 PM. Our pot luck lunch will be served about 12:30; PM. We will again have an auction that will be held after we eat, so please bring something automotive related, and better yet, with a Lincoln name on it. Please RSVP to Roger at his home 952-473-3038 or email rwothe@mschi.com. no later than October 7. Please let him know who is coming and the names of any guests so we can provide name tags. Also, let Roger know what you will be bringing for our potluck, he may have some suggestions on what is needed. Spend a great Sunday with friends and talk about the great activities we had this past year.

Northstar LCOC Board Meeting, Our new meeting dates are as follows: Thursday, September 4th, Thursday, October 9th and Thursday, November 13th. All meetings will begin at 7:00PM, 2nd floor conference room, **Morries Minnetonka Ford Lincoln**. After the meeting, sales staff will be available to take your order for a new Lincoln or Ford automobile.



Year End Brunch, Sunday November 9, 2014

Roasted Pear, 9690 Colorado Lane, Brooklyn Park.

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