

## The Lincoln Mark VII, a Lincoln like no other...



### The Mark VII was not fully appreciated by traditional Lincoln buyers

For this month's feature article, we opened up the archives and pulled out a delightful story about the Lincoln Mark VII, written by Tim Howley for the July-August 2001 issue of Continental Comments. In my opinion, the Mark VII's were undervalued by consumers when they first appeared in showrooms as new cars and have been continued to be undervalued by Lincoln collectors today. Perhaps it was because the Mark VII was such a sea change from the previous Marks. In no way did they resemble the Marks of the past, and this must have turned off potential buyers of what was a very fine car. Lincolns are and have always been unique cars. They have to be driven for a while to be fully appreciated. That has applied to the Lincolns of yore as much as the new Lincolns of today. The Mark VII was a very fine car and it did win me over to the brand. Enjoy the story, another fine one by our esteemed Tim Howley.

The last time we devoted an issue to the Continental Mark VII was *Continental Comments* #153, Third Quarter, 1983. This was at the time of the car's introduction as a 1984 model in late 1983. At the time, the late Walt Rhea was President of LCOC. Walt felt that such a radically changed Mark would be of great interest to members. It was not. We received a great amount of criticism for devoting nearly the entire issue to a new car.

At the time, we felt that within a few years the Mark VII would score a big hit with Lincoln collectors. It never did. Even though Mark VII's have been eligible for judging in LCOC for seven years now, you will seldom see more than one or two entered at our national meets. The largest turnout of Mark VII's was three at the 1996 Eastern National Meet in Asheville, North Carolina. None were entered at the 2001 Western National Meet in Las Vegas.

The reasons could be several. Sales never achieved anywhere near the factory's projections.

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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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Trivia from the Internet



Gerald R. Ford  
38th US President  
A good, honorable man

Gerald Rudolph Ford, the 38th President of the United States, was born Leslie Lynch King, Jr., the son of Leslie Lynch King and Dorothy Ayer Gardner King, on July 14, 1913, in Omaha, Nebraska. His parents separated two weeks after his birth and his mother took him to Grand Rapids, Michigan to live with her parents. On February 1, 1916, approximately two years after her divorce was final, Dorothy King married Gerald R. Ford, a Grand Rapids paint salesman. The Fords began calling her son Gerald R. Ford, Jr., although his name was not legally changed until December 3, 1935. He had known since he was thirteen years old that Gerald Ford, Sr., was not his biological father, but it was not until 1930 when Leslie King made an unexpected stop in

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Gentle readers.... August has simply flown by. There is, but one-third of 2019 left. Hopefully, September and October will be the best, with mild, dry weather and some very good days that we can take out our beloved classics for a drive.

I made the journey to Hickory Corners for the annual Lincoln Homecoming. It was a delightful experience for those who attended. It was sponsored this year by the Road Race Lincoln Register folks, and it was a very nice event.

I was blessed to have my brother-in-law, Harvey Burski, his wife, Judy, and their son, Paul Burski, accompany me on the journey to the Lincoln Homecoming bash. They have been LCOC members for a number of years and are car people. Early on, they developed an interest for Corvettes; which has continued on through their life. They are quick to realize that there are many other makes and models in the car world that have come and gone through the years. They are truly interested in learning about the brands that helped introduce America to the motorizing world and that have passed by the wayside. And of all places, the Gilmore complex is a great place to see the many fine automobiles that were significant in developing today's car culture as we know it today.

We spent considerable time at Hickory Corners going through the various on-site museums, including the Gilmore display; the Model A museum; The Pierce Arrow display; The Classic Car Club of America museum; the Cadillac museum/showroom; and the very fine Lincoln museum. It is very hard not to be overwhelmed by the sheer size of the Gilmore complex. There is just so very much there to see. It truly is visual overload at its best.

The Gilmore was featuring an exhibit of about 20 Duesenbergs in their main building. This is quite probably an all time first to have so very many of these magnificent machines on



Sweet Olga is explaining to "Mike the Barber" how she wants him to cut her dad's hair. "Could you please cut it a little longer, especially on the top." And it would be nicer if it was all white, instead of gray. Olga never needs a haircut, just a little trimming up of her legs and paws. She always wants to look her best.

display in one location at one time. Only a few hundred of these fine, expensive custom made automobiles were made from the early 1920s through 1937. You just didn't go into a showroom and buy a Duesenberg, you ordered the chassis; which cost anywhere from about \$10,000 to about \$15,000, then you selected a body from the coachbuilders catalog; which at some time in the future were eventually married and you were the very proud owner of a true luxury automobile. The Great Depression of the 1930s did in the luxury car business, and the mighty Duesenberg went out of business. Lincoln might have suffered the same fate, if not for the Zephyr model; which provided a modicum of luxury, V12 power at a price which was affordable.

We met a lot of great people at Hickory Corners this year and by and large, had a very good time. Those who didn't attend missed out on a great time.

Lincoln arranged to have a display of their most popular models at Hickory Corners. I got to spend some quality time with a new Aviator, and I do have to say that it is one very fine automobile. Recent news reports reveal that Lincoln may completely abandon their fine sedans (MKZ and the Continental) in favor of

their upgraded line of SUVs. The Aviator is a very powerful SUV, boasting some 400 horsepower, same as the Continental, many options, and a price in the \$70K range. Coming, later on, is a package for the Aviator; which includes electric motors and batteries, which push the horsepower up to about 500. It should be unbelievably quick, and fully capable of going from point A to point B in record times. I urge you to check out the new Aviator at a nearby Lincoln dealer soon. The folks at Lincoln of Bloomington will help you order one to fully meet your needs. Stop by soon and check out this fine car.

Till next month, David and the very Sweet Olga, the Samoyed.

*Directors Message by Bob Johnson September 2019**(Continued from page 2)*

*Grand Rapids that he had a chance meeting with this biological father. The future president grew up in a close-knit family which included three younger half-brothers, Thomas, Richard, and James.*

*Ford attended South High School in Grand Rapids, where he excelled scholastically and athletically, being named to the honor society and the "All-City" and "All-State" football teams. He was also active in scouting, achieving the rank of Eagle Scout in November 1927. He earned spending money by working in the family paint business and at a local restaurant.*

*From 1931 to 1935 Ford attended The University of Michigan at Ann Arbor, where he majored in economics and political science. He graduated with a B.A. degree in June 1935. He financed his education with part-time jobs, a small scholarship from his high school, and modest family assistance. A gifted athlete, Ford played on the University's national championship football teams in 1932 and 1933. He was voted the Wolverine's most valuable player in 1934 and on January 1, 1935, played in the annual East-West College All-Star game in San Francisco, for the benefit of the Shrine Crippled Children's Hospital. In August 1935, he played in the Chicago Tribune College All-Star football game at Soldier Field against the Chicago Bears.*

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Where is the summer go? It went to Kalamazoo Michigan, August 5 thru 13 while we were at the sixth annual Lincoln Homecoming. The weather for the whole week was made to order, just terrific. Now it is time for both the State Fair and children going back to school. We really know what time of the year it is when we are having an abundance of ripe tomatoes. It is BLT time at our house, the best sandwich ever. We are so spoiled that we will only eat BLT's when we have our garden tomatoes, store bought tomatoes just don't have the right flavor. The big family garden is now down to just two tomato plants.

This coming weekend is our Sunday Brunch at Dangerfield's restaurant in Shakopee; The turn out should be our highest of the year as it has the best Buffet spread in the whole Twin city area.

Our September activity is the second annual Lincoln Car Show at Morries West End Lincoln. **The Date is Saturday, September 14, 10 a.m. to 2 p.m.** Come early so you can park on the Boulevard grass between the street and the dealership building. Morries West End Lincoln has a new general manager, Mark Wright. Mark is looking forward to meeting all of our North Star members, at this show. Please stop by and welcome Mark Wright to our Lincoln car hobby.

Our Annual North Star Potluck, Sunday, October 6, 2019, at Morries Car Collection in Long Lake, Minnesota, will have several changes for this year. First, there will be NO AUCTION; second it will be a fully catered meal; Third it will be free to members, spouses, and children; Fourth a member can prepay for up to two guests at \$25 per person. More information will be in September newsletter

It is time to think about our October election for managers to the North Star board of directors for 2020. The North Star Board at the July meeting voted to approve adding two more new Members to board for future experience, **so our 2020 election will have five openings on the ballot.** Each year in the fall, our Region is required to elect by blanket ballot, one-third of our board of directors, for 2020 North Star Board Managers up for reelection are, Dave Gustafson, Tom Brace, and Matt Foley. Again 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. The new board of directors will elect Region Officers for the term of one year in November for 2020. All active members of the region are eligible to nominate and vote in the election. We currently have nine Directors and will increase to 11 beginning in 2020. If you want to be a candidate you must contact by letter or email, Roger Wothe by September 15, 2019, with election scheduled for October.

For August we have three new members of the North Star Region, James Hamann, Dayton, Sam Benton, Silver Lake, and Patrick Flavin from Buffalo, Minnesota.

We had several North Star Region members attending the Sixth Annual Lincoln Homecoming meet in Hickory Corners, Michigan, on August 7-12, 2019. Persons from the North Star region attending were Dave Gustafson, Paul Burski, Harvey and Judy Burski, Brad and Joanie Videen, Dan Staehle, Matt, Katie, and Margaret Foley, and Bob and Mary Johnson.

The part I liked the best about this show was going to the US131 Drag stripe. I think we squealed the tires for the first time on our 1989 Mark VII. We did 19 seconds and 76 MPH in for the quarter mile. It was fun, but I did not want to walk home, so I was careful. We only had 8 cars for the day, a couple of hot Mark VIII's did over 30 runs testing out different methods. A Ford Thunderbird was very fast and changed tires twice to get the best grip on track. We will do only do again if we have sponsors to pay for track so that the event pays for itself.

Face book progress we are now up to 247 likes. Please post your Lincoln pictures and stories on our face book page. North Star Lincoln Continental Car Club.

Greg Gjerdingen has posted many Lincoln and other car pictures on Flickr, please check out.

<https://flic.kr/s/aHsmGeANeE>

<https://flic.kr/s/aHsmGcBD52>

<https://www.flickr.com/gp/greggjerdingen/FC0432>

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

*Bob and Mary Johnson...*

## *Board Of Directors - 2019*

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	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	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

### *The Mark VII*

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These cars were driven, and many were driven hard, so it is not easy for collectors to find those all original low mileage examples. Also, Lincoln collectors may prefer the more traditional looking Marks III through VI, and right now the Mark V seems to be the most popular of all the modern Marks with Lincoln collectors.

The Mark VII was a radical departure from anything that Lincoln had ever produced in the past. It was a daring move away from the long hood and boxlike styling, the living room on wheels that had been so successful for Lincoln in the past.

The new Mark, especially the LSC, was a near total break with tradition. Only the grille and the hump on the trunk hinted that this was Dearborn's darling. The rounded lines, rakish windshield, minimum of trim, flush headlights, flush side glass, and tumblehome all cried Ach du lieber!

Lincoln made no secret about the Mark VII. The target was no longer the Cadillac El Dorado, but the Mercedes 380SEC and to a degree the high end BMW and Audis. At \$21,707, and \$23,706 for the LSC it was approximately half the price of the Mercedes 380SEC. It was the first real driving car offered by Lincoln since the Mexican Road Race era.

The new Mark was preceded by the Concept 90 and Concept 100 show cars. Then in 1982, Ford introduced a new aerodynamic 1983 Thunderbird and Cougar. In the spring of 1983, the Tempo and Topaz appeared. All of these cars stressed aerodynamics and European inspiration. So when the new Mark arrived it was not a complete shock to the public, but it was certainly not what one would expect in a Lincoln.

The new Mark was **13.2 inches shorter** and **350 pounds lighter** than the Mark VI two-door. The car is **7.2 inches narrower**, and the **wheelbase is 5.7 inches less**. It was developed in the same wind tunnel as the 1983 Thunderbird and has the same 0.38 coefficient of drag. The inner panel construction of the Mark VII and Thunderbird are much the same. The flush-fitted Euro-style halogen headlamps were the first ever in a U.S. car, and they soon set a new trend for the industry.

Lincoln engineers chose to obtain a Mercedes-like ride and handling without going to the expense of Mercedes type front and rear suspension. Working with Goodyear, they developed Electronically controlled Air Suspension (EAS). This system permitted a live rear axle like the Mercedes while dialing in the ride and handling desired. The driver cannot achieve EAS handling characteristics if he tries to play race driver in the turns. When you try to make quick maneuvers the EAS

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## Northstar Monthly Board Meeting Minutes

August 1, 2019

### BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:38 p.m. at Bloomington Lincoln in Bloomington, Minnesota. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, and Bill Holaday. Regional members Jeff Eisenburg, Mary Johnson and Sweet Olga were also present at the board meeting. The minutes of the previous meeting and the agenda for this meeting were approved.

### DIRECTORS' REPORTS

Bob Johnson again reported his error in the last newsletter on the wrong date for the second annual Lincoln Car Show at Morries West End Lincoln. The correct date is **Saturday September 14**, not August 31. He also said that he is working Mark Wright, the new general manager, at West End Lincoln.

Our Annual North Star Potluck will be **Sunday, October 6, 2019**, at Morries Car Collection in Long Lake, Minnesota. There will have several changes for this year. First, there will be NO AUCTION; second, it will be a fully catered meal. Bob Roth will check out prices for catering services HyVee.

2020 North Star Board Managers up for election this fall are David Gustafson, Tom Brace, and Matt Foley. The North Star Board will be adding two more new Members to the board for future experience, so our 2020 election will have five openings on the ballot. If you want to be a candidate, you must contact Roger Wothe by email or mail, by September 15, 2019, with the election in October.

Treasurer Matt Foley reported that the treasury balance was \$4473.59 and that all bills are paid.

Membership and Publications Director David Gustafson said that, as usual, he is currently out of "My Pride and Joy" articles. Please try and help him out here. Matt Foley should finish the assembly of the North Star Directory by the end of August.

Jeff Eisenberg discussed the possibility of setting up a new type of activity for gaining younger members, doing some type of Brew Pub outings on a Tuesday or Wednesday night with other Classic car clubs to create a new venue. He will report back at the next board meeting.

The remaining 2019 Activity Calendar was discussed

The meeting was adjourned at 8 p.m. The next Board Meeting will be at 6:30 p.m. Thursday, September 5 at Lincoln of Bloomington. All members are invited to attend our board meetings.

Respectfully submitted by Bob Johnson for Secretary Roger Wothe

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*He received offers from two professional football teams, the Detroit Lions and the Green Bay Packers, but chose instead to take a position as boxing coach and assistant varsity football coach at Yale hoping to attend law school there. Among those he coached were future U.S. Senators Robert Taft, Jr. and William Proxmire. Yale officials initially denied him admission to the law school, because of his full-time coaching responsibilities, but admitted him in the spring of 1938. Ford earned his LL.B. degree in 1941, graduating in the top 25 percent of his class in spite of the time he had to devote to his coaching duties. His introduction to politics came in the summer of 1940 when he worked in Wendell Willkie's presidential campaign.*

*After returning to Michigan and passing his bar exam, Ford and a University of Michigan fraternity brother, Philip A. Buchen (who later served on Ford's White House staff as Counsel to the President), set up a law partnership in Grand Rapids. He also taught a course in business law at the University of Grand Rapids and served as line coach for the school's football team. He had just become active in a group of re-*

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## More Mark VII

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form-minded Republicans in Grand Rapids, calling themselves the Home Front, who were interested in challenging the hold of local political boss Frank McKay, when the United States entered World War II.

In April 1942, Ford joined the U.S. Naval Reserve receiving a commission as an ensign. After an orientation program at Annapolis, he became a physical fitness instructor at a pre-flight school in Chapel Hill, North Carolina. In the spring of 1943, he began service in the light aircraft carrier USS MONTEREY. He was first assigned as athletic director and gunnery division officer, then as assistant navigator, with the MONTEREY; which took part in most of the major operations in the South Pacific, including Truk, Saipan, and the Philippines.

When he returned to Grand Rapids, Ford became a partner in the locally prestigious law firm of Butterfield, Keeney, and Amberg. A self-proclaimed compulsive "joiner," Ford was well-known throughout the community. Ford had stated that his experiences in World War II caused him to reject his previous isolationist leanings and adopt an internationalist outlook. With the encouragement

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virtually shuts down. It only operates in response to real road situations. In hard cornering, you will experience a tremendous amount of body lean, so much that the inside rear wheel picks up. Forward thrust is halted for a moment while waiting for the wheel to touch down. The limitations of the live rear axle coupled with the electronically operated air bags were noted by the motoring magazines when the cars were new and are still a complaint of owners today.



Mark VII dash, everything within easy reach.

The rear axle is located longitudinally by two trailing arms and laterally by two more arms. The system is quite conventional and not expensive to manufacture. Spring oscillations are controlled by the telescopic shocks, which are nitrogen filled. The standard Mark has a 0.55" stabilizer bar at the rear while the LSC version has a 0.69" bar. The front suspension employs a high-strength steel lower control arm, air spring, nitrogen-pressurized MacPherson strut, and a standard stabilizer bar. The LSC has a 1.13" bar, and the standard Mark VII has a 0.95" bar. Steering is rack-and-pinion with the LSC having a quick 15:1 straight ratio while the base car has a 20:4-18:6 variable ratio.

With EAS there are air bags at all four wheels. These replace conventional coil springs. Inside each air bag is a microprocessor; which is fed information from two height sensors in the front and one in the rear plus an open door sensor, a brake sensor and a microprocessor in the trunk. There is also automatic load leveling at all four wheels, so the car is always at the same level.

In theory, the air bags were supposed to last the life of the car. In tests, they went 200,000 miles with no problems. But this did not take into account age. In reality, the air

bags have been good for about 150,000 under normal driving conditions. The air springs are not the same for the LSC as for the standard Mark VII. They are completely different in design.

The only engine available was a 5.0 liter 302 cid V-8 coupled with a four-speed automatic overdrive transmission. This was not the HO V-8, but a 140 hp throttle-bodied fuel injected engine with 8.4:1 compression ratio. In early 1984 a BMW 2.4 liter turbo-diesel became available for the LSC, Bill Blass, and Versace Mark VII's and the Valentino and Givenchy Continentals. A mere 2,399 turbo-diesel Mark VII's and 1,515 turbo-diesel Continentals were built before they were taken out of production in 1985 presumably due to disappointing sales.

Not every enthusiast will like the sporty layout of the Mark VII interior. Conspicuously missing are oil and water gauges and a tachometer; which is not available even in the LSC. All instruments are digital and include a permanent memory electronic display odometer. The instrumentation includes a centrally located trip computer system (called the Message Center) with full input keyboard and displays. A standard floor console integrated with the instrument panel houses controls for power windows and mirrors, while door mounted panels control power seats and locks. An overhead console built into the headliner houses a dual intensity map reading lamps, sun visor release buttons and (when ordered) read-outs for the optional compass/outside thermometer/ice alert system as well as warning lights. Front seats are bucket type in a choice of either all leather or leather and cloth in the LSC. (Cloth seats were standard in the base Mark VII.) Rear seats are semi bucket styled with a fold down arm rest. The steering wheel was a new A-frame design to provide better instrument visibility. The wheel includes cruise control, horn and tilt feature.

Standard features on the base Mark VII were digital instrument panel with Message Center, flush-mounted halogen headlamps, A-frame tilt steering wheel with speed control, illuminated visor vanity mirror, side window defogger vents, rear seat heat duct, climate control system, electronic AM/FM stereo search radio, 5.0 liter EFI V-8 engine, electronic engine controls, self-diagnostic testing, four-speed automatic overdrive transmission,

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## Mark VII continued

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of his stepfather; who was county Republican chairman, the Home Front, and Senator Arthur Vandenberg, Ford decided to challenge the isolationist incumbent Bartel Jonkman for the Republican nomination for the U.S. House of Representatives in the 1948 election. He won the nomination by a wide margin and was elected to Congress on November 2, receiving 61 percent of the vote in the general election.

During the height of the campaign Gerald Ford married Elizabeth Anne Bloomer Warren, a department store fashion consultant. They were to have four children: Michael Gerald, born March 14, 1950; John Gardner, born March 16, 1952; Steven Meigs, born May 19, 1956; and Susan Elizabeth, born July 6, 1957.

Gerald Ford served in the House of Representatives from January 3, 1949 to December 6, 1973, being reelected twelve times, each time with more than 60% of the vote. He became a member of the House Appropriations Committee in 1951, and rose to prominence on the Defense Appropriations Subcommittee, becoming its ranking minority member in 1961. He once described himself as "a moderate in domestic affairs, an internationalist in foreign affairs, and a conservative in fiscal policy."

As his reputation as a legislator grew, Ford de-

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power rack and pinion steering, power four-wheel disc brakes, electronic air suspension, cast aluminum wheels with P215/70R15 white sidewall tires, and much more.

This year only two Designer Series models remained--the Bill Blass at \$24,807 and the Versace at \$24,400. The Bill Blass had a distinctive Goldenrod over Harvest Gold exterior with cream and dark green stripes on the bodyside and decklid. The interior was Flaxen Gold with two-tone seats and door trim panels. All leather seats were standard with cloth and leather seats available at no extra cost. The Versace came in Walnut with Tan with Bright Blue paint stripes on the body-side, decklid, and hood. The interior was Desert Tan with all leather seats, cloth and leather seats available at no extra cost. In both of these Designer models, both front seats were six-way power. The steering wheel and gear shift knob were leather wrapped. Wheels were wire spoked aluminum.

In the LSC model, the air springs were stiffened up by 70% in the front and 55% in the rear. The gas pressure shock absorbers were retuned for 40% more dampening force. Anti-sway bars were beefed up, as mentioned earlier. A 3.27:1 final drive ratio replaced the standard 3.08:1 drive. The tires were P215/65R-15 Goodyear Eagle GTs on special 15 x 6" cast aluminum alloy wheels with exposed lug nuts. Fog lamps were mounted under the front bumper, and the steering wheel rim, gear shift handle and console armrest pad were leather covered. The final touch was a molded decklid liner, covered trunk storage well, 25-ounce trunk carpeting and molded rubber trunk protection mat. Much of the standard Mark's brightwork was replaced with black or dark charcoal accents. A fluted dark charcoal full-length lower body side molding, with the body side, painted dark charcoal below the molding, was one of the most noticeable LSC features. The LSC had special LSC identification on the rear quarters, but it had no tiny spring loaded Continental star hood ornament like other models. It was offered in most, but not all of the 1984 Mark VII paints available, but originally there were only two interior colors Charcoal or Desert Tan. Leather seating surfaces with perforated leather inserts were standard; cloth inserts were available at no extra cost.

Options included compass/thermometer

group, keyless entry system, six-way power passenger seat on the standard model and LSC, moonroof, AM/FM electronic search radio with cassette tape player, premium sound system, anti-theft alarm system, traction-lok axle, power decklid pulldown, and glamour paint.

Model year production was 33,344, nowhere close to the 50,000 estimate.

For 1985 the Mark VII and the Continental offered anti-lock braking, (ABS) which was standard on the LSC. There was now a new high performance LSC engine rated at 180 hp. This engine had a high performance camshaft, tubular exhaust manifolds, dual exhausts, aluminum intake manifold, higher flow rate throttle body, and low restriction air cleaner. The Mark added a new hood ornament, absent on the LSC.

The Bill Blass edition now came in Silver Sand with Burnished Pewter below the lower body side moldings. It had two-tone body side and decklid accent stripes, the designer's name was carried in the quarter window, and his logo was carried on the decklid. The interior was brown with seats in leather or suede.

The Versace exterior color was Navy blue metallic with two-tone accent stripes on the body side and decklid. The designer's name was carried in the quarter window. The interior was Admiral Blue with leather seats with or without cloth inserts. A Versace logo was carried on the dash and floor mats.

A new optional comfort-convenience package included eight popular options: power decklid pulldown, keyless entry, illuminated entry, illuminated visor vanity mirrors, six-way power seats (standard on LSC), stereo search radio with cassette, heated remote mirrors and headlamp convenience system. This package was standard on the Bill Blass and Versace.

In 1985 production was down to 18,355, clearly indicating that the Mark VII was not taking off as expected.

No significant changes were made for 1986, except the high-mount center stop light on the package tray shelf. The Continental script above the left headlamp was changed to Lincoln, so presumably, the car was now Lincoln Mark VII, not the Continental Mark VII. That has always been a confusing point.

Horsepower in the standard model was up to 150 with the compression ratio increased to 8.9:1. The LSC had an improved high output

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## More Mark VII

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clined offers to run for both the Senate and the Michigan governorship in the early 1950s. His ambition was to become Speaker of the House. In 1961, in a revolt of the "Young Turks," a group of younger, more progressive House Republicans who felt that the older leadership was stagnating, Ford defeated sixty-seven year old Charles Hovey of Iowa for Chairman of the House Republican Conference, the number three leadership position in the party.

In 1965, Ford was chosen by the Young Turks as their best hope to challenge Charles Halleck for the position of minority leader of the House. He won by a small margin and took over the position early in 1965, holding it for eight years.

Ford led Republican opposition to many of President Johnson's programs, favoring more conservative alternatives to his social welfare legislation and opposing Johnson's policy of gradual escalation in Vietnam. As minority leader, Ford made more than 200 speeches a year all across the country, a circumstance which made him nationally known.

In both the 1968 and 1972 elections, Ford was a loyal supporter of Richard Nixon, who had been a friend for many years. In 1968, Ford was again considered as a vice presiden-

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302 engine, 200 horsepower with sequential multi-port fuel injection, tubular exhaust headers, and tuned intake manifold. The compression ratio was 9.2:1. All Mark VII models now had a standard anti-lock brake system.

The Versace edition was dropped. Previously optional equipment that now became standard included keyless entry, power decklid pulldown, premium sound system and power front seat recliners. A new analog instrument cluster was added to the LSC replacing the much criticized digital display on this model. Production continued to lag at 20,056.

The 1987 Mark VII had only minor equipment changes as a much revised Mark VII was expected by midyear. Remember, the Mark VII was now four years old, and sales had fallen far short of expectations. The idea was to give the Mark VII a quick facelift to give sales a shot in the arm. This project never even got started in time for a 1988 model, but there was some serious work done for 1991. This never went anywhere. 1987 production was down to 15,286 due to a short (five month) run.



1988 Mark VII engine bay.

The 1988 Mark was introduced in March 1987 with the base model dropped, leaving only the Bill Blass and LSC. Horsepower for both models was boosted to 225. The Bill Blass had a 3.03:1 axle ratio while the LSC had a 3.27:1. Due primarily to the long model year run production took a leap to 38,259.

There were no significant changes for 1989. Production was 29,658.

In 1990 we saw a restyled grille, new instrument panel, driver's side air bag, and rear shoulder belts. Production was 22,313 for 1990 and a mere 9,299 for 1991. The last year of production was 1992; which was down to 5,732. Now all Mark VII's through 1991 are eligible for judging in LCOC.

Again, we go back to the question of why there are not more of these cars showing up at our national meets. Here are some possible answers. They are still relatively new cars, and most are still on the road as daily drivers. Production for the Mark V, (1977-79) was 228,862 compared to production of 186,570 for eight years of the Mark VII, 1984-1992. While the Mark VI's and '80s Town Cars were smaller than their predecessors, they were still good sized, cushy cars in the Lincoln tradition. **The Mark VII is not a traditional Lincoln in looks, size, and cushiness!**



Note the clean lines, lack of chrome on this 1988 Mark VII. Unfortunately, clean styling and uncluttered looks didn't sell cars.

We have seen many Mark VII's with awesome high mileage, and we have seen very few low mileage well cared for cars. One would think that there would be a cult for this car, or at least one or two members building a Mark VII collection in much the same way that Charlie Steward has done with the Mark VI. There are a fair number of members who own these cars in all years, but they are not bringing them to meets, again indicating that they are driving these cars, not showing them. There are presently 161 Mark VII's registered in LCOC. Will future years bring more of these cars out to meets? Only time will tell, but so far it does not look like they will be coming out in great numbers soon.



From the Lincoln Mark VII brochure. Most cars follow trends. A rare few establish them.

Is anyone out there stockpiling these cars? Maybe someone not in the club, or at least keeping very quiet about it. If this is the case, we would like to hear about it.



(Continued from page 8)  
 tial candidate. Ford backed the President's economic and foreign policies and remained on good terms with both the conservative and liberal wings of the Republican party.

Because the Republicans did not attain a majority in the House, Ford was unable to reach his ultimate political goal—to be Speaker of the House. Ironically, he did become president of the Senate. When Spiro Agnew resigned the office of Vice President of the United States late in 1973, after pleading no contest to a charge of income tax evasion, President Nixon was empowered by the 25th Amendment to appoint a new vice president. Presumably, he needed someone who could work with Congress, survive close scrutiny of his political career and private life, and be confirmed quickly. He chose Gerald R. Ford. Following the most thorough background investigation in the history of the FBI, Ford was confirmed and sworn in on December 6, 1973.

The specter of the Watergate scandal, the break-in at Democratic headquarters during the 1972 campaign and the ensuing cover-up by Nixon administration officials, hung over Ford's nine-month tenure as vice president. When it became apparent that evidence, public opinion, and the

(Continued on page 10)

## The Aviator, One Fine Land Yacht!

By Henry Payne, automotive writer, The Detroit News.



The all new Lincoln Aviator; which fits in between the MKX/Nautilus and the Navigator. A very sweet spot for Lincoln.

Another Detroit Woodward Dream Cruise is in the books, and it was a glorious indulgence of 1940-1970 muscle cars and land-yacht nostalgia.

For American muscle, the nostalgia is sweet because Detroit continues to lead into the 21st century with updated versions of the Corvette, Camaro, Challenger, and Mustang.

But land yachts have always left me wistful because U.S. luxury makers surrendered their crowns decades ago. Cadillac Brougham tail fins no longer slice through downtown traffic. Oldsmobile Ninety-Eights, the length of oil tankers, are gone. Huge Chrysler New Yorkers have sailed into the sunset. The boulevards today are ruled by sleek, athletic Germans.

But I'm happy to report there is hope.

The Lincoln Aviator SUV is here and is a welcome throwback to the future. Aviator is an unabashed embrace of all that once made American luxury great: design, size, power, and comfort, updated for the 21st century.

Aviator leads an army of real names. Gone is the German-like alphabet soup of MKC, MKX, MILK (OK, I made that last one up). They've been replaced by proper names like Navigator, Nautilus, and Corsair.

Turbo-4s are for politically correct Euro-utes. The new Aviator swaggers into your rearview mirror with a standard 400-horsepower (best in class) twin-turbo V-6, and a rear-wheel drive based chassis, gaping chrome grille and an interior quieter than a public library and more wooded than an Upper Peninsula forest.

Where 1940s Lincoln Continental Cabriolets lowered a massive 292-cube V-12 into their engine room, the Aviator boasts a range-topping, twin-turbo V-6-powered Grand Tour-

ing model mated to an electric motor generating a stump-pulling 630 pound-feet of torque. Postwar luxury owners wanted a big V-8 to drag home the bear strapped to their rooftop. Today's 21st-century scion is more woke — they want to bag the bear and save the planet.

So Lincoln gives 'em power with a conscience. I got 22.1 mpg in the hybrid versus 18.7 mpg in the standard V-8. Drive like there's an eggshell on the accelerator and you can do 20 miles on the battery alone. But make no mistake, this hybrid is no pious Prius.

With its massive torque, the Grand Touring model came out of stoplights like a steam locomotive. Indeed, the hybrid's general character differed little from its standard little brother, except that it sucked the world's oil reserves through a smaller straw.

Flying low through the California wilderness, Aviator struck fear in slower traffic just like the chrome-caked grilles of Motor City yore. Of course, this being a Ford product, the grille these days looks more Bentley than Continental Cabriolet. Blue Oval designers have fallen in love with Brit designs of late. Fusions look like Astons, Mustangs like Mondeos, Explorers like Range Rovers — but it could be worse; they could look like a Lexus.



The Aviator carries on many of the styling cues of the other members of the Lincoln product line.

Besides, Lincoln is trying to inspire brand cred, so borrowing from gold-standard Bentley is shrewd.

Design is just one part of a long journey by Lincoln that has culminated in the Aviator. Like the brand-redefining Acura RDX that was the spawn of the Acura NSX supercar and two design concepts, the Aviator is

(Continued on page 10)

## More New Aviator

*(Continued from page 9)*

mood in Congress were all pointing toward impeachment, Nixon became the first president in U.S. history to resign from that office. Gerald R. Ford took the oath of office as President of the United States on August 9, 1974, stating that "the long national nightmare is over. Our Constitution works."

Within the month, Ford nominated Nelson Rockefeller for vice president. On December 19, 1974, Rockefeller was confirmed by Congress, over the opposition of many conservatives, and the country had a full complement of leaders again.

One of the most difficult decisions of Ford's presidency was made just a month after he took office. Believing that protracted impeachment proceedings would keep the country mired in Watergate and unable to address the other problems facing it, Ford decided to grant a pardon to Richard Nixon prior to the filing of any formal criminal charges. Public reaction was mostly negative; Ford was even suspected of having made a "deal" with the former president to pardon him if he would resign. The decision may have cost him the election in 1976, but President Ford always maintained that it was the right thing to do for the good of the country.

President Ford inherited an administration plagued by a divisive war

*(Continued on page 11)*

*(Continued from page 9)*

the most important Lincoln this century. On its back, it carries the hopes of a new Lincoln generation.



Elegant dash features a large touch screen and is very intuitive. It will be a leader in the luxury vehicle field.

I like to call it "Baby Navigator" because the similarities to Lincoln's flagship are unmistakable: bling-tastic grille, tablet infotainment screen, luxurious graphics.

But the significance of Aviator is more than skin deep.

Along with the Ford Explorer, Aviator debuts a state-of-the-art rear-wheel drive based architecture. The platform allowed Explorer to introduce the apex-carving ST model that I raved about in July. But Lincoln chief engineer, John Davis, makes clear that Aviator was the impetus for the new platform.

The longitudinal engine layout takes Lincoln back to its rear-wheel drive glory days when land yacht sedans ruled Woodward. This being the 21st century, of course, SUVs are the new land yachts. But rear-wheel drive brings luxury cred — just ask European hits like BMW and Rover.

Next to Bentley, Range Rover is Lincoln's (and just about everybody else's) favorite Brit with its saucy proportions, short front overhangs, and loooooong roofline. The Aviator (and Navigator) has been to Rover school and has the sculpted bod to prove it.

But unlike the truck-based Navigator, the Aviator sits on a more athletic unibody made of aluminum and high-strength steel that can cut some rug on the dance floor. It's not as athletic as the lighter, tighter Cadillac XT6 I recently flogged — but the Aviator is a far more comprehensive vehicle. I love the Cadillac's design and handling, but it's just another ute in Caddy's lineup. The Aviator is

Lincoln's masterpiece.

The Cadillac raids the GMC/Chevy toolbox for the workhorse 310-horse, 3.5-liter V-6. The Aviator starts with the aforementioned 400-horse twin-turbo V-6 and then goes to a different level with a hybrid asphalt pounder.

Inside, Aviator brings in the Vanderbilt's interior designers.

Ditching the old Lincoln's nice-if-dated vertical dash, Aviator's horizontal interior has more layers than a wedding cake. Acres of wood laid over stitched leather are set off by delicious color combos like mocha and ebony.

Class-leading, 30-way adjustable thrones will massage you to jelly. Second-row seats are hardly second-class with their own climate screen and available console island. Roomy third-row seats are accessed as easily as pulling a tab, and — with the rear rows folded — you can gaze up at the stars through the yawning panoramic roof.

Which reminds me of my biggest Aviator complaint, the lack of a wow standard feature. The panoramic roof isn't standard. Why not? It is on a \$38,000 Acura RDX.

Lincoln's answer is, you have to climb the price ladder to \$60,000 before Audi or Volvo offers you a 300-horse engine option.

At \$52,000, Lincoln gives you 400 horses standard mated to a class-exclusive 10-speed tranny. It's good ol' American power at a good ol' American value.

Lincoln has its own personality again. Open the driver's door, and the Detroit Symphony Orchestra welcomes you with a chime. Dealers provide red carpet, door-to-door service.

Will it work? Stay tuned. For this year's Dream Cruise, the 1993 Lincoln Mark VIII coupe qualified for its antique plates. When it debuted that year, the Mark VIII claimed dramatic proportions and a daring, wrap-around interior. It died five years later.

Now comes Aviator. It's not a coupe. It's a three-row ute aimed at the meat of the market. Motor City luxury is back, baby.

While the Aviator shares some of the basic DNA of the Ford Explorer, side by side, these are totally different automobiles. As a luxury sport/utility vehicle, Lincoln appears to have a lock on this segment of the market. Expect to see a lot of these good looking Lincolns on the road in the near future.

*My first car, the coming of age.*

(Continued from page 10)

*in Southeast Asia, rising inflation, and fears of energy shortages. He faced many difficult decisions including replacing Nixon's staff with his own, restoring the credibility of the presidency, and dealing with a Congress increasingly assertive of its rights and powers.*

*In domestic policy, President Ford felt that through modest tax and spending cuts, deregulating industries, and decontrolling energy prices to stimulate production, he could contain both inflation and unemployment. This would also reduce the size and role of the federal government and help overcome the energy shortage.*

*In foreign policy, Ford and Secretary of State Kissinger continued the policy of detente with the Soviet Union and "shuttle diplomacy" in the Middle East. U.S.-Soviet relations were marked by on-going arms negotiations, the Helsinki agreements on human rights principles and East European national boundaries, trade negotiations, and the symbolic Apollo-Soyuz joint manned space flight.*

*On two separate trips to California in September 1975, Ford was the target of assassination attempts. Both of the assailants were women -- Lynette "Squeaky" Fromme and Sara Jane Moore.*

*During the 1976 campaign, Ford fought off a strong challenge by*

*(Continued on page 12)*



Bill Holaday with his first car. Not a Lincoln, but a VW. A very fine first car to cut your teeth on.

My first car was a 1957 Volkswagen. Last year of the small oval rear window, 36 raging horsepower, if it ran, which mine didn't.

I was a sophomore in high school, enrolled in drivers ed, and thinking of nothing but cars and driving. Everyday on the school bus route, when we stopped to pick up Jon and Elizabeth Graf, I couldn't help but notice an old Volkswagen that never seemed to move.

One day, I asked them about the car, and they said it didn't run. I had them ask their dad what he was going to do with it, and if it was for sale. Long story short, the engine was seized, yes he was willing to sell it, and the price was \$25.

Which made it totally irresistible. Especially since it was one of two cars, the other being a Volvo that I had been staring at in a Popular Mechanics 1958 new car edition. Even though I had been brought up in a family of Lincolns and one Buick, I had a fascination with small foreign cars.

My dad agreed to let me use some of my college savings to buy the car, so we went to Fleet Farm, bought 25' of hemp rope and some hooks, to make a tow rope (I still have the rope!). So, on a Saturday morning, we drove over in the '59 Lincoln, paid for the car, and my dad explained the fine art of towing.

Fortunately, the brakes on the VW still worked. With me in the VW, my dad explained that I needed to try and keep the rope tight when we stopped. As I remember, I did pretty well, and we made it home without incident.

The next step was to pull the engine; which took about 30 minutes. My dad was a pretty good mechanic. He took the engine

apart, found that a couple of the main bearings had seized on the crankshaft. We got a new set of bearings from J.C. Whitney, had the crankshaft repaired, reassembled the engine, installed it in the car, and it ran!

The paint on the car looked like gray primer, the bumper guards were rusted with the chrome peeling off, there was a hole rusted in one taillight housing, and the wheels and hubcaps were rusty. The inside was nice except for one seam that had come apart on the driver's seat.

I spent about a week hand rubbing the paint out with Blue Coral cleaner and sealer. I bought some bondo and paint and repaired the hole in the taillight housing. When the car was done, it looked good enough that the Grafs thought I had painted it!

I took the bumper guards off, filled the holes with chrome bumper bolts, and polished the face bars, which were in good shape. Finally, I repainted the wheels in their original two tone, my dad stitched up the seam on the seat, and I cleaned and polished all of the chrome. I even bought a product called Tire Black to make the tires look a little newer.

It turned out the VW was not my dream car. It would do a little over 60 MPH on a slight down hill. One day I came home, shut the car off, and it wouldn't restart. The engine had seized again. We found out that the crank cases needed to be line bored to make them round again. So, another set of JC Whitney bearings and all the work of installing them.

The final nail was the day my friend, Red Bauman, came sliding (literally sideways) into our driveway with his factory air-conditioned '55 Cadillac. I had about \$225 in the VW, and he had bought the Caddy for \$100.

Not too long after that, I found a new owner for the VW. I got my money out of it, plus a little profit, and got my second car, a '62 Oldsmobile. No regrets, though. I learned some things that were useful on future cars and got to work with my dad. All in all, a memorable first car.

Editor's note: Thanks to Bill Holaday for telling us about his first car. These are all "feel good" stories which are very enjoyable to read. Most of us have been down this path early in our lives. Jot down your story and send it in to us. And the sooner, the better. We will be very glad feature it in one of our forthcoming issues.

*(Continued from page 11)*

*Ronald Reagan to gain the Republican nomination. He chose Senator Robert Dole of Kansas as his running mate and succeeded in narrowing Democrat Jimmy Carter's large lead in the polls, but finally lost one of the closest elections in history.*

*Upon returning to private life, President and Mrs. Ford moved to California where they built a new house in Rancho Mirage. President Ford's memoir, *A Time to Heal: The Autobiography of Gerald R. Ford*, was published in 1979.*

*After leaving office, President Ford continued to actively participate in the political process and to speak out on important political issues. He lectured at hundreds of colleges and universities, on such issues as Congressional/White House relations, federal budget policies, and domestic and foreign policy issues.*

*In 1981, the Gerald R. Ford Library in Ann Arbor, Michigan, and the Gerald R. Ford Museum in Grand Rapids, Michigan, were dedicated.*

*The former President is the recipient of numerous awards and honors by many civic organizations.*

*He is the recipient of many honorary Doctor of Law degrees from various public and private colleges and universities.*

*From the internet...*

*It is time for a fine car to go to new owners.*



Maxine Slettum's 1979 Mark V

This story first appeared in the July 2013 issue of the Northstar News. It is about an owners love for his beautiful Mark V and how he came to acquire it. Sadly, later that year, Marlyn Slettum of Montevideo, lost his battle with cancer. Some six years later, Maxine, his wife, has decided that it is now time to pass on this very fine Mark V to a new owner. This Mark is fully-equipped with all of the accessories that Lincoln offered in 1979, including a moon roof and a blue leather interior. It now has under 37,000 miles, and Maxine is now offering it for sale at \$14,500 or a good offer. It is a Lincoln that must be seen to fully appreciate. It has always been garaged and never driven on wet roads. **If you are interested, please contact Maxine Slettum at 320-269-7547.** She would love to hear from you and perhaps this very fine Lincoln can find a place in your garage.

"How we got our Lincoln" By Marlyn Slettum.

In 1984, I got the idea that it would be nice to own a Mark V Lincoln. That meant that it would have to be a '77, '78, or a '79 model. I felt that it would have to be a low mileage car in very good or excellent condition. It shouldn't be too difficult to find a car like this if it was only five to seven model years old. I found that it wouldn't be that easy. They looked more worn than I expected.

I decided to keep cool and let fate take its course. I prayed that if I found a nice low mileage Mark V, it would mean that God would have approved!

You seldom look for a car in the winter, and I was no exception. In April 1985, I was looking at a local ad for a 1979 Lincoln Mark V Continental with 14,000 miles on it. It could be seen at Custom Motors in Danube. I did something that I had never done before when I had our son, Mark, excused from school. This car looked pretty good to us. I

am not used to making quick decisions. The salesman said that a couple was coming out later that day to look at it. That was all that it took for me to decide to buy it on the spot!

This Lincoln had 14,038 miles on it, and it had never been driven over snow or on ice. This one owner car was originally purchased at Larry Swenson Motors in Willmar. I went to Jr. High, and Sr. High School with Larry. This had to be the right car! We traded in our 1981 Olds Cutlass and left it there.

When Mark and I returned home to Montevideo, we parked our new purchase a block away from home. My wife, Maxine, asked what we thought of it, we told her that it looked pretty good, and she thought that perhaps we should have bought it. After that noon meal, I sneaked our purchase home and surprised her.

Well, we have had our Mark V for around 22 years now. It has less than 35,000 miles on it now, and we can still say that it has never been driven over snow or on ice. There have been a very few times when I have driven it in the winter, but only when the pavement is dry and free of salt. In all of this time, our only maintenance expense has been moon roof repair, replacing a muffler and steering coupler, and I have kept detailed maintenance records on the car. About a year ago, I found that our Mark V has a rare paint color for a 1979. It is Diamond Blue Metallic. Only 169 of the 75,939 Mark V's (.00225%) were painted this color for 1979 Mark V's. It was a popular color for the 1987 anniversary model.

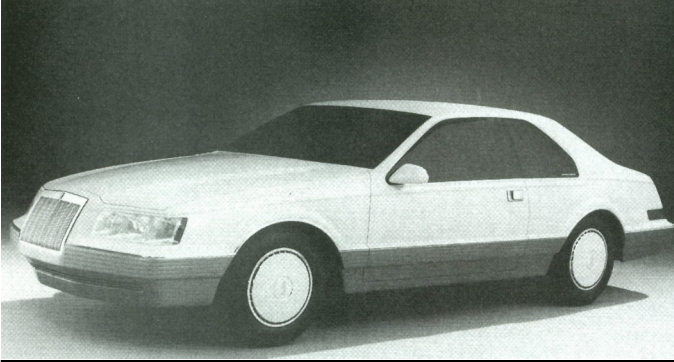
This was one of Lincoln's best years for cars produced and sold, 113,607 went to happy buyers.



Continental Mark V Luxury Group Option

## Designing the Mark VII

This story was written by Tim Howley, Editor Emeritus, of Continental Comments. It first appeared in the July-August 2001 issue of Comments magazine.



Early design study for the Mark VII

The Mark VII design originated with the Concept 90 show car done in the late '70s and introduced on the show circuit in 1981. This was followed by the very similar Concept 100 car. While retaining a recognizable Continental grille, this car was extremely aerodynamic and added the fluted side trim of the Mercedes. There were also styling cues from the Boxer Ferrari 365GT4/BB and BB512. The Concept 90 was very close to the Mark VII introduced two years later right down to the flush headlights, wheel covers and flush windows. It is hard to imagine that Ford would give away most of the Mark VII's styling in a show car, but at the time Ford was trying to get the public accustomed to the Mark VII's radically new styling. About the only difference between the Concept 90 and the Mark VII was that the earlier did not have a "B" pillar, that is it was a true hardtop.

Originally, the move to the Mark VII was called Project 198X, and the idea was to develop a whole group of American cars in a European tradition with emphasis on technology, driveability and aerodynamics. Out of this Project 198X came the Thunderbird, Tempo/Topaz and finally the Mark VII. After the Concept 90 and Concept 100, there were two Mark VII designs, one with sealed beam headlamps, and the other with the body flush aero headlamps that became a Ford first. This was a very expensive way to go, but it had to be done because until May, 1983 the government did not permit the new type of headlamps.

Prior to Project 198X Ford had its aero-dynamic Probe futuristic cars, but did not take aerodynamics very seriously. From the Continental Mark III through Mark VI Ford management was sold on the boxy look in luxury vehicles. But the luxury market was changing with Mercedes and BMW who were offering functional and extremely driveable aerodynamic cars. Meanwhile, Ford management resisted change. Then Ford management changed to a younger group with overseas experience. This new management was much more willing to accept the new styling themes.

In an interview with *Car Design* magazine in 1983 Jack Telnack stated, "It is always difficult to sell a revolutionary concept, particularly in this town (Detroit) where management is surrounded by other Detroit products.

My theory is that Ford has always been most successful when we didn't follow anybody...when we went off in our own direction...provided we had good reasons for doing so.

A Mark VII type of car was first designed in 1979, even before the very square and formal Continental Mark VI was introduced. The original designers of the Mark VII were director Bob Zokas, executive designer, John Aiken and design manager, Allen Ornes all working under Jack Telnack, Chief Design Executive for Ford Motor Co. Telnack returned from Europe in 1977 and even before then all Ford products in Europe were wind tunnel tested.

In the late '70s Ford built a wind tunnel testing facility in Marietta, Georgia. Their first real aero effort in the U.S. was the '79 Mustang.



You might say that the Mark VII was an aerodynamic anomaly because of its traditional Continental grille and hump on the decklid. There is little doubt that these features fought aerodynamics. Without them, the coefficient of drag would have been lower than .38. But these were important styling cues that management felt had to be retained, especially when going through a radical styling change. Much better aero could have been obtained with no grille at all, with a completely smooth front end and the air intake below the bumper. But such a front end would have totally lacked Mark identity.

Introduced in 1983 as a 1984 model the Mark VII was never intended to stay in production for nine model years. In fact, the Mark VIII was already well along the way at the time the Mark VII was introduced. In late 1988, development was started on what might be called a Mark VII stage two. This car would have softened the front and rear end appearance without eliminating the Continental grille or decklid hump. Then mysteriously the whole project was scrapped. The Mark VII would stand in its original form until an entirely new 1993 Mark VIII could be introduced in mid-1992.

And the Mark VIII is another story for another day.

## The Welcome Wagon by Francis Kalvoda



The Welcome Wagon

Contact Francis Kalvoda at [fjk@charter.net](mailto:fjk@charter.net) 320-235-5777

It has been a few months since you heard from me, but we are thankful for new mem-

bers joining our North Star family. Micki and I did not travel too much this summer as I was getting ready for my new right hip July 24. After spending a week mending at Willmar's Rice Therapy Suites, I am returning there three times a week for further physical therapy. All is going well, and Micki is doing a great job of taking care of me at home and getting me to therapy. By the time you read this, I hope to be exercising a Lincoln or a Mercury or both.

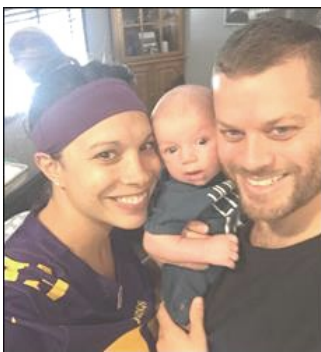
Our first member this month is **Sam Benton**, 10128 190<sup>th</sup> Street, Silver Lake, MN 55381, 952-426-2141, [sambenton92@gmail.com](mailto:sambenton92@gmail.com). I told Sam that I grew up near Silver Lake and attended school there in grades 1-3, but that was about 40 years before Sam was born. Sam does not have a Lincoln yet but admires their quality and precision. Sam does computerized numerical control CNC machining and programming at his job in Chaska. Lincoln quality is something we all admire.

Our next new member is **James Hamann**, 5637 Emerson Avenue North, Brooklyn Center, MN 55430, 612-406-1031. Jim also admires the quality of a fine car, and he has two of them; a blue 2003 Lincoln Town Car Executive Series and an impressive green 1968 Imperial 4 door. Jim is looking for someone to put his Imperial back together again. Jim had hired a man to restore the car before an Imperial national

meet. The man died of a heart attack before the work was completed. If you know someone who could help Jim, please contact him.

Our next members qualify as our *newest* members. **Rick and Katie Montepetit and their son, Paul** (born July 10, 2019!), 4663 Blaylock Way, Inver Grove Heights, MN 55076, 651-492-0602, [monte1523@hotmail.com](mailto:monte1523@hotmail.com). Rick (from Roseville) and Katie (from Northfield) are lifelong Minnesotans and die-hard Min-

nesota Vikings fans. Their beautiful blue and white 1981 Lincoln Mark VI sedan has been part of their family for six years. When Rick was 17, he owned his first Lincoln, a 1988 Town Car Signature Series. I think that there is a good chance that there will be a Lincoln in Paul's future. Rick and his two brothers, Kevin and Dan, own **Gabe's By The Park**, 991 Lexington Pkwy North, Saint Paul. Gabe's has great food, 20 big



New members Katie, Paul and Rick Montepetit.



The Montepetit's fine looking 1981 Mark VI sedan.

screen TVs and a private room that seats 50. Katie is a physical therapist working in home-care. I may have to give Katie a call if I have any issues with my new hip.

On behalf of all the veteran members of the NorthStar Lincoln and Continental Owners Club, I sincerely welcome Sam, Jim, Rick, Katie, and Paul. I hope to see you all at upcoming NorthStar events. I told Micki, I wonder if they will recognize me with my new hip?

## For Sale - 1995 Town Car



1994 Lincoln Town Car Executive with rare "Light Santa Fe Metallic Clear-coat" and matching leather interior, 4.6L V8, 114,XXX Miles, full power, moon roof, chrome-trimmed lower doors and fenders, and 1 1/8" whitewalls. Second owner for the past 19 years, always garaged. Asking \$5,000.00. Call Mary Magner at (651) 351-2855 or email Mary at [mmagner@usfamily.net](mailto:mmagner@usfamily.net)

This car is like a "time capsule" check it out today, it has many, many good miles left in it. It is a good touring car, and will also show well.

# Preview of Coming Events

- September      **LCOC Eastern National Meet, September 19-22, 2019** Dutchess County, New York.  
**Second Annual Lincoln Car Show, Saturday, September 14, 2019, 10 AM to 2 PM,**  
Morries West End Lincoln
- October          **Annual North Star Potluck (no Auction), Sunday, October, 6, 2019** at Morries in Long Lake, Minnesota
- November        Year-end Sunday brunch. Still in planning, full details in our October issue.
- December        No North Star Activities planned. Please spend some quality time with good friends and relatives.



**For Sale. Proceeds to Charity.** Beautiful 1976 Lincoln Continental Town Car with 13,890 documented miles. Original factory light ginger diamond fire paint with dark cream pil-  
lowed leather seats. 460 V8 with every power option and a NEW stainless-steel exhaust system. Everything works as it should although the AC should be recharged. Clean title with original window sticker and all proper documentation paper-  
work. This is a multiple show car winner that you can confi-

dently drive anywhere. Asking \$15,900 with ALL PROCEEDS GOING DIRECTLY to the TRI-COUNTY HUMANE SOCIETY BUILDING FUND. This car has been graciously donated to the Tri-County Humane Society by John and Cherie McDowall. This Lincoln Town Car is currently displayed at Sell's Auto, 3018 Division Street, St.Cloud, Minnesota. Stop by and take a look or contact Todd Noack at (320) 253-8053 for more information.



## For Sale

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

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

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ON THE NORTHSTAR LCOC WEB SITE.

[www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications.

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

# North Star Activities



## Morries West End Lincoln Car Show at their new location

6475 Wayzata Blvd, St Louis Park, Minnesota  
Saturday, September 14, 2018, 10 AM to 2 PM

It will be a great day to spend some time with your good friends. We should have a nice day, with the hot weather in the rear view mirror. There will be door prizes, some good food and lots of fun. We will see you there on September 14. Bring your classic Lincoln and invite your friends to join you.

## FALL NORTHSTAR LCOC Potluck

**This will be a fully catered FREE event for Northstar members and to provide for more time for socializing, there will be no auction.**

Sunday, October 6, 10 AM to 3 PM, Morrie's Conference Center  
2605 Wayzata Boulevard (Old Hwy 12), Long Lake, MN

*In lieu of the traditional potluck, the North Star club will be treating our members to a free, fully catered dinner, and will be limited to North Star members only.*

Full details in the October newsletter.

## November Year End Sunday Brunch

We are planning a great brunch to wind up 2019  
Several places are being checked out, some old and  
some new. So check out this space in our  
October newsletter for all the details.

This will be our last event of 2019, so plan to attend.



## For Sale - 1941 Continental Coupe

Call Carin Moore at 612-481-6946 or  
email: [CarinMoore04@msn.com](mailto:CarinMoore04@msn.com)  
Reasonable offers will buy this good solid  
Lincoln Continental Coupe.

Please call me today....