

A Beautiful Pair of Mark Vs



Above: John Trandem's 1978 Blue Diamond Jubilee Mark V and below: John's 1978 Gold Diamond Jubilee Mark V. Both cars pictured at his home in Reiles, North Dakota.



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.

In 1994, I bought a beat-up rusty Lincoln Mark V as a winter driver to preserve my Cadillac from the Minneapolis salt, but after my initial test drive, I was no longer a Cadillac guy, I was a Lincoln guy, and that was that. What first impressed me about the Lincoln? A few things right off the bat; when I cranked the engine of that Mark V for the first time, I expected the same desperate high-pitched 'trying-as-hard-as-I-can' screech I was used to from my Cadillac, but the Lincoln starter sounded quiet and capable, not like it was going to blow to pieces. The motor (with nearly 140,000 miles) ran smoothly and quietly, and when I shifted it into reverse, I felt and heard absolutely nothing, unlike the clunk I had become accustomed to in my much nicer and lower-mile Cadillac. I tested the windows, which went down and back up smoothly without varying in speed or groaning, and the power door locks popped up and down with a tidy little click as opposed to

(Continued on page 4)

This Issue Contains

| | | | |
|-----------------------|---|---|----|
| Feature Story | 1 | Directors Message | 3 |
| Club Information Page | 4 | Northstar Monthly Board Meeting Minutes | 5 |
| Editors Message | 2 | Welcome Wagon | 13 |
| Trivia | 2 | North Star Events | 15 |

Trivia from the Internet



Olivia Newton-John
Australian singer, actress
And activist.
1948 - 2022

Dame Olivia Newton-John AC DBE (26 September 1948 - 8 August 2022) was a British-born Australian singer, actress, and activist. She was a four-time Grammy Award winner whose music career included five number-one hits and many other Top Ten hits on the Billboard Hot 100, [2] and two number-one albums on the Billboard 200; If You Love Me, Let Me Know (1974) and Have You Never Been Mellow (1975). Eleven of her singles (including two Platinum) and 14 of her albums (including two Platinum and four 2x Platinum) have been certified Gold by the Recording Industry Association of America (RIAA). With global sales of more than 100 million records, Newton-John is one of the best-selling music artists from the second half of the 20th century to the present.

Newton-John was born September 26, 1948 in Cambridge, England, to
(Continued on page 3)

Editors Message

September 2022

Our summer is rapidly disappearing. Fall is just around the corner; hopefully, we will have a better fall than our spring was. For most of us, the weather was a disappointment this year. Too warm to take most of our classics out, too dry to keep our lawns looking good, and just an all-around bummer.

We still have a number of North Star Club events left this year. Our big one is the annual visit to Morries Classic Car Collection over in Long Lake. Through a generous donation of one of our members, we are able to go out and hire a caterer to provide a really nice spread at no cost to the members and the club treasury. Please plan to attend. The gathering room at Morrie's has seating for about 80 people, so it will be necessary to sign up so you can be sure of a place at the table and a plate full of good food. More details are on the event page, toward the back of the newsletter. You must RSVP to Bob Johnson. Plan on coming; we will see you there.

The sad news. Sweet Olga, who has graced this page with her picture for the past eight or so years, is having health issues. She is about twelve and a half years old and has recently been experiencing some coughing problems. After a referral to an animal cardiologist in Oakdale, I was told that she has an inoperable malignant tumor wrapped around part of her heart. A specialist went in and drained the fluid surrounding her heart, providing some short-term relief. Rather than months and years remaining, Olga is looking at days and weeks. She has been a delightful companion and a good loyal friend for the eight-plus years that she has lived with me. Olga is the granddaughter of Faithie, that lived with us from 2004 through 2013. Samoyeds are delightful creatures, capable of great love, and very gentle creatures. Some will say they are "just dogs or cats." But for those of us that

are lucky enough to have one living with us, they are far more than that. She always enjoyed going with me to some of the North Star events and interacting with other humans. She truly loved all the attention she received from our club members, smiling and wagging her tail continuously.



Sweet Olga has found a nice place to hide out on the front porch. She likes being outdoors and enjoying some fresh air. Out of the sun, it is nice and cool, the perfect place to lay down for a while and maybe catch a few winks. She is staying close to dad, as he has a nice bag of fresh treats. Just the perfect way to spend the day. She hopes that she can have a few more days like this one.

We are picking up new members through the \$25 special offer. It is really the best deal out there. Good for new members, \$25 will get you a full year's membership in the Lincoln and Continental Owners Club and a full year in the North Star region club. Normal cost would be \$74, but now just \$25. There is no better deal out there. If you want help signing someone up, give Bob Johnson a call, he will gladly give you a hand.

I want to thank John Trandem for his article about his two Mark V's. These are great cars, which I have always admired. If I were ten years younger, I would go out and buy

one tomorrow. Our membership enjoys stories about members Lincolns, and this one was especially good. Please send me a nice story soon. Also, we have a new Welcome Wagon story in this issue. With several new members coming on board, Francis Kalvoda may be sending in a few more stories soon. By the way, there is a really fine Mark V offered for sale on the back page of the newsletter. Excellent condition and low miles, the price is right too. Please think about this fine car and check it out.

I personally want to welcome our new members to the Lincoln and Continental Owners Club and the North Star region. I hope that you have a good experience and can get out and participate in some of our activities and meet other members. If you just want to call and chat for a while, give me a call; I will be glad to hear from you.

Till next month, David and for a while longer, Sweet Olga, the Samoyed.

Directors Message by Bob Johnson September 2022

(Continued from page 2)

Brinley "Bryn" Newton-John and Irene Helene. Her father was born in Wales, to a middle-class family. Her mother was born in Germany, and had come to the UK with her family in 1933 to escape the Nazi Regime. Olivia's maternal grandfather was German Jewish Nobel Prize-winning physicist Max Born; her maternal grandmother Hedwig was the daughter of German Jewish jurist Victor Ehrenberg, and of his Lutheran wife, whose own father, Olivia's great-great-grandfather, was jurist Rudolf von Jhering. Newton-John's father was an MI5 officer on the Enigma project at Bletchley Park who took Rudolf Hess into custody during World War II. After the war, he became the headmaster of the Cambridgeshire High School for Boys and was in this post when Olivia was born. Newton-John was the youngest of three children, following her brother Hugh, a medical doctor, and her sister Rona, an actress who was married to Olivia's Grease co-star Jeff Conaway. In 1954, when she was six, the Newton-John family emigrated to Melbourne, Australia, where her father worked as a professor of German and as the master of Ormond College at the University of Melbourne. Career beginnings - Newton-John went to primary school with Daryl Braithwaite who also followed a singing career. At age 14, Newton-John formed Sol Four, a short-lived all-girl group, with three classmates, often performing in a coffee shop owned by her brother-in-

(Continued on page 5)



The COVID-19 is not over, but it seems that everyone is waiting for a new booster shot to be available. As of today we have not had to cancel any activities, we are just trying go about our business in a safe way. It is hard to believe that it is going be September shortly, where did the summer go.

The 2022 Lincoln Centennial Homecoming is now complete. No news yet on what happened other than they had 3 to 5 inches of rain on the Saturday car show and had to move the Saturday night banquet inside for safety reasons.

Our August North Star activity was a Sunday Brunch August 28 at Dehn's County Manor, we will report on it next month, Hope you were able to make it.

Our September event is a Sunday Buffet at the Bungalow Inn Restaurant September 11, at 11:30 a.m., in Lakeland, Minnesota, 1151 Rivercrest Rd N, just one block northeast of I94 and MN 95, exit just before the bridge to Hudson. Come and enjoy good food at reasonable cost while visiting with our old and new North Star members. Please RSVP to Jay White by Wednesday, September 7, if you plan on attending. Call Jay at 612.559.3219 or email jay@jwhiteandassoc.com

Our Annual North Star free catered lunch and auction, at Morries Classic Car Collection is Sunday, October 2, 2022 from 10 a.m. to 2 p.m. Morries collection is at 2605 Wayzata Blvd, Long Lake, Minnesota. **Seating for the lunch is limited to 80 persons** so please RSVP to Bob Johnson by **Wednesday, September 21**, with number attending for the meal. For those interested in viewing the collection only, please let us know that, too. All attending, if just to see the cars or taking in the free lunch, you will still need to RSVP. Call Bob Johnson at 651.257.1715, email arborbob41@aol.com or send a note by carrier Pigeon. Please do this as soon as possible so that we can make proper arrangements with our caterer so that we have a sufficient amount of food for those attending.

Sunday, October 9, 2022. Driving tour to view Fall Leave colors and Breakfast at the Hilltop retreat, 2896 1-1/2 St, Cumberland, Wisconsin, at 11 p.m. This will be a fun place for our North Star LCOC car club to do a driving tour. It is about eight miles northwest of Cumberland, Wisconsin. For those of you that would enjoy a caravan we will meet at the White Bear Lake city offices, 4701 Highway 61 N, White Bear Lake, Minnesota, at 9 a.m. Sunday, October 9. To make this a special tour of western Wisconsin, after breakfast on our way home we will to though Cumberland, with stops if you wish at Louis Special Meat Market and the Turtle Lake Casino or any other place of interest. Please RSVP. by Wednesday, October 4, call Bob Johnson, 651.257.1715 or email arborbob41@aol.com if you plan to attend.

Our Facebook presence with likes is now 885 persons, **an increase of 86 in the past month** due to Jay being able to post more club information and starting car show group with him and Bob Roth. How do you like our posting our newsletter to Facebook and going to area car shows? Please use our correct Facebook page, and the one to use is *North Star Lincoln Continental Car Club*

We need your Lincoln Pride and Joy Articles about what Lincoln you have and what makes it special to you. Please take the time to put to paper your story and send it off with some pictures to our North Star news editor, Dave Gustafson. Personal Lincoln stories make our newsletter the best in the LCOC and are what our members enjoy the most about our region. Again, we need your help please write a story about your Lincoln.

It is time to do our November election for managers to the North Star board of directors for 2023. Please consider being a candidate, we need persons who care about our club and being involved in getting activates done to enable our region to do entertaining events and fun for our members. Please help us, we want you. Each year in the fall, our Region is required to elect by blanket ballot, one-third of our board of directors, for 2023. North Star Board Managers up for re-election are, Matt Foley, Dave Gustafson, Tom Brace and Dave Heeren. The term of a Region Manager is three years. These positions will be filled by nominations in October and election using a mail ballot in November. All active members of the region are eligible to nominate and vote in the election. If you want to be a candidate you must contact by letter or email, Chris Struble by October 5, 2022, email is 068690@gmail.com. or mail to 3658 Therese St, Wayzata, Minnesota 55391, with the election in November.

For 2022 only, we have a reduced LCOC Membership rate of \$25, let's use it to get some new members and friends for the LCOC and the North Star Region. Now can we get you to call persons that you know that love Lincolns. We need them as members! Your call is still the best way to get a new member; please call everyone you know interested in the Lincoln brand. We can be more active now just get out and recruit. we have three new members in process so your efforts are helping increase the LCOC membership base. Please help us get new members, we know there are persons that would join our club but they don't know that we even exist, it is up to us to find them.

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

Bob and Mary Johnson

Board Of Directors - 2022 - 2023

| Title | Name | Phone Numbers | email | Term Ends |
|-----------------------------|----------------|----------------|--------------------------------|-----------|
| Regional Director | Bob Johnson | H(651)257-1715 | arborbob41@aol.com | 2023 |
| Secretary | Chris Struble | (952)679-0342 | cgstruble@fedex.com | 2023 |
| Treasurer | Matt Foley | | | 2022 |
| Activities Director | Jay White | H(612)559-3219 | jay@jwhiteandassoc.com | 2023 |
| Director | Bob Roth | H(763)475-1429 | | 2023 |
| Publications/ Membership | Dave Gustafson | H(952)435-1919 | davidwgustafson@att.net | 2022 |
| Director | Tom Brace | H(651)644-1716 | trbrace@comcast.net | 2022 |
| Director | Bill Holaday | H(763)402-1171 | bill.holaday59@gmail.com | 2023 |
| Director | Jeff Eisenberg | (612)521-3537 | Jeff.eisenberg@libsontruck.com | 2023 |
| Director | Dave Heeren | (952)469-3647 | dheeren41@hotmail.com | 2022 |

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

Pride and Joy continued...

(Continued from page 1)

my Cadillac's clunky locks, which popped up with so much thrust it sounded as though they would go through the roof.

Similarly, the power seat motors were quiet, strong, steady, and smooth, unlike the Cadillac motors, which always sounded like they were about to give out. When I finally pulled out onto the road for a test drive, I was overwhelmed by the quality of the ride, the lack of squeaks, rattles, and wind or valve noise, the placement of the controls, and the crypt-like silence of the interior as I hurtled down the interstate. This car was so far superior to my Cadillac that I knew then and there that I would eventually sell the Caddy and get a nice Mark V, but at that time, the \$650 rusty Mark would be my car as it was for many, many years.

At work, I initiated a discussion with a co-worker about Lincolns, and he mentioned the Diamond Jubilee Edition, which I had never heard of but was instantly fascinated. I went to B-Dalton and found a book on cars which featured pictures and details about the 1978 Diamond Jubilee Lincoln Mark V, and I was hooked. I started saving my money, and in 1996, I bought my blue Diamond Jubilee in Little Rock, Arkansas, from a Hemmings ad sight-unseen. It was and is a great car with 53,000 miles, and all of the accessories included: window sticker, umbrella, tool kit, wood-topped keys, a garage-door opener, leather manual folder, etc.

I have enjoyed the car for these many years but always felt as though it needed a companion. It's a good thing they only made these cars in two colors as opposed to ten because I am the kind of guy who likes to 'collect the entire set,' but when I found a gold Diamond Jubilee for sale locally in 2011, I figured I'd better go have a look! Unfortunately, it was a pretty mediocre car, but it was for sale by the original owner and had the accessories intact, including an umbrella IN THE BOX! So while I didn't

(Continued on page 6)



Rear view of John's 1978 Gold Diamond Jubilee Mark V

(Continued from page 3)

law.

Newton-John originally wanted to become a veterinarian but then chose to focus on performance after doubting her ability to pass science exams.

In 1964, Newton-John's first recognized acting talent was portraying as "Lady Mary Lasenby" in her University High School's production of "Admirable Crichton" as she became the Young Sun's Drama Award best schoolgirl actress runner up. She then became a regular on local Australian television shows, including Time for Terry and HSV-7's The Happy Show, where she performed as "Lovely Livvy".

She also appeared on The Go!! Show where she met her future duet partner, singer Pat Carroll, and her future music producer, John Farrar (Carroll and Farrar later married). In 1965 she entered and won a talent contest on the television program Sing, Sing, Sing, hosted by 1960s Australian icon Johnny O'Keefe, performing the songs "Anyone Who Had a Heart" and "Everything's Coming Up Roses". She was initially reluctant to use the prize she had won, a trip to Great Britain, but travelled there nearly a year later after her mother encouraged her to broaden her horizons.

Newton-John recorded her first single, "Till You Say You'll Be Mine", in Britain for Decca Records in 1966. While in

(Continued on page 6)

Northstar Monthly Board Meeting Minutes

August 4, 2022

BOARD OF DIRECTOR'S MEETING

The meeting was called to order at Bloomington Lincoln by Regional Director Bob Johnson at 6:15 p.m.

Board members attending the meeting were Bob Johnson, Dave Gustafson, Bill Holaday, Bob Roth, Jay White, Dave Heeren and Chris Struble. The Board members not present were Tom Brace, Matt Foley, and Jeff Eisenberg. Sweet Olga was a visitor.

The minutes of the previous meeting and the agenda of this meeting were approved.

Director reports:

The meeting started with an update on Covid 19, which is still a concern for club activities.

Activities:

August 7-14, 2022- 9th annual Lincoln Homecoming, the centennial of the Lincoln Motor Company

August 28, 2022- Brunch at Dehn's County Manor, 11281 Fernbrook Lane N, Maple Grove, Minnesota at 11:30 a.m.

September 11, 2022- Sunday Buffet at the Bungalow Inn Restaurant, at 11:30 a.m. In Lakeland, Minnesota, 1151 Rivercrest Rd N

October 2, 2022- Morrie's car collection visit, 12:30PM free catered lunch, after lunch, Auction at 1:30 p.m.

October 9, 2022- Driving tour to view Fall Leave colors and breakfast at the Hilltop retreat, 2896 1 1/2 St, Cumberland, Wisconsin, at 11 p.m.

November -Year-end Sunday brunch, date and place to be determined.

Dave Heeren gave an update on the Directory project that will feature a Color picture with your favorite Lincoln.

Membership update: Jay White recruited some new prospective members at the Little Canada car show. David Gustafson also added a few. These new members are in process and include Matt and Brynna Buhn and Josh and Bobbie Johnson both have 60's Continentals.

Jay White reported that our Facebook page now has 854 likes, up 55 Since 7/20/22.

Matt Foley reports that the current August bank balance is \$5280.24 with all bills paid.

Meeting Adjourned at 7 p.m.

Next Meeting to be held at -Bloomington Lincoln Thursday September 1 at 6 p.m.

Respectfully submitted by Chris Struble

More Pride and Joy...

(Continued from page 5)

Britain, Newton-John missed her then-boyfriend, Ian Turpie, with whom she had co-starred in an Australian telefilm, *Funny Things Happen Down Under*. She repeatedly booked trips back to Australia that her mother cancelled.

Newton-John's outlook changed when Pat Carroll moved to the UK. The two formed a duo called "Pat and Olivia" and toured nightclubs in Europe. (In one incident, they were booked at Paul Raymond's Revue in Soho, London, and were unaware that it was a strip club until they began to perform onstage dressed primly in frilly, high-collared dresses.) During this period Olivia and Pat contributed backup vocals to recordings by a number of other artists, notably the song "Come In, You'll Get Pneumonia" by The Easybeats. After Carroll's visa expired, forcing her to return to Australia, Newton-John remained in Britain to pursue solo work until 1975.

Newton-John was recruited for the group Tomorrow, formed by American producer Don Kirshner. In 1970, the group starred in a "science fiction musical" film and recorded an accompanying soundtrack album, on RCA Records, both named after the group. That same year the group made two single recordings, "You're My Baby Now"/"Goin'

(Continued on page 7)

(Continued from page 4)

want the car, I had to have that umbrella, so I bought it. The car had no battery or brakes, so we had to hook up jumper cables and drive another car alongside the Mark with the cables attached as we carefully drove it onto the trailer with a couple of guys waiting at the top to stop the car from rolling over the edge into the tailgate of my truck, which, fortunately, turned out to be a successful endeavor. I hauled the car home and backed it up to the garage, wondering how I was going to unload it. Sure, I had a come-along which I could use to ease it off the trailer, but that would take too much time, so I opted to merely get in the car and give it a push with my left foot, then hit the parking brake when it rolled off. Simple, right? Well, it didn't go quite like that...I hadn't tested the parking brake, and as it turned out, the cable was not even connected to the brake assembly, so when I started rolling, I kept rolling...right through the back wall of the garage. The car was unscathed, but the garage was another story, and Lydia was due to be home soon, so I had to do some quick thinking! At this point, the come-along seemed like a much more valuable tool, so after pushing the gold Mark forward, I put it in park, connected one hook to the frame of the car and the other to a rod which I had poked through two of the now-exposed studs of the wall by drilling holes through them. I was able to pull the wall back into place, but the aluminum siding was less cooperative in returning to form. Fortunately, the damage looked less horrific than it had, and I left it at that until I could repair it properly. After getting the Gold Diamond running, driving, and stopping, I decided to sell it (but keep the umbrella, of course). It went to a collector in Australia, and my Blue Diamond was an only child until a few weeks ago.



True luxury cars need the finest interiors. John's Blue Mark V has the best. Better than most seats you find in living rooms.



The magnificently styled front end of the Mark V helped make it a favorite among luxury car buyers. More than a few buyers bought more than one as the word was out that the Mark VI would be a downsized vehicle.



John's gold Mark V sports a leather interior.

I spotted a post on a Facebook group from a fellow who was 'thinking about' selling his Gold Diamond Jubilee. I messaged him and asked that he contact me when he decided he wanted to sell it and had established a price, and several months later, he did! After extensive sharing of pictures, FaceTime walk-arounds, discussion, and negotiation, we had an agreement, and I purchased the car. His father had bought it new in Elmira, New York, as an 'investment' and drove it sparingly on sunny days throughout his life, accumulating only 5,000 miles. He had all of the accessories/documents, including the garage door opener, in the original box. It is a fine and beautiful car that drives just like new, and all these years later, I finally have the matched set of Diamond Jubilee Lincoln Mark V's! Throughout the years, along with several cars, I have accumulated many friends in the hobby and appreciate the friendship and fellowship of my fellow Lincoln-lovers!

Motor Trend Tests the Mark V

(Continued from page 6)

Back" and "I Could Never Live Without Your Love"/"Roll Like a River". Neither track became a chart success; the project failed and the group disbanded.

Early success - Newton-John released her first solo album, *If Not for You*, in 1971. The title track, written by Bob Dylan, was her first international hit. Her follow-up single, "Banks of the Ohio", was a top 10 hit in the UK and Australia. She was voted Best British Female Vocalist two years in a row by the magazine *Record Mirror*. She made frequent appearances on Cliff Richard's weekly show *It's Cliff Richard* and starred with him in the telefilm *The Case*.

In 1972, Newton-John's second UK album, *Olivia*, was released but never formally issued in the United States, where her career floundered after *If Not for You*. Her second American album, named *Let Me Be There* after the hit single, was her third in Britain.

In 1974, Newton-John represented the United Kingdom in the Eurovision Song Contest with the song "Long Live Love". Newton-John finished fourth at the contest, held in Brighton, behind the Swedish winning entry, "Waterloo" by ABBA. All six Eurovision contest song candidates—"Have Love, Will Travel", "Lovin' You Ain't Easy", "Long Live Love", "Someday", "Angel Eyes" and "Hands Across the Sea"—were recorded by Newton-John and included on her *Long Live Love* album, her first for the EMI Records label.

The *Long Live Love* album

(Continued on page 8)

From the June 1977 issue of Motor Trend magazine. When reading this, it is important that you place it in the period of time that it was written.

The spoils of victory in the conspicuous consumer's struggle for success....

It's high time we got our priorities straight. There's old Cleveland Amory out in the video trenches, bleating his savior's cry in behalf of bell-rung baby seals, while Barry Commoner is trying to save us from various industrial goos, fogs, sludges and foams, and Pete Seeger is jibing and tacking to make the Hudson crystal blue again, and Jane Fonda is trying to save the whole blasted lot of us in Western civilization, but who is worrying about the Lincoln Continental Mark V? Talk about an endangered species. Talk about threats to the American way of life. Talk about salvation itself and you are talking about saving the wondrous horizontal skyscraper bulk of the Mark. Yes, this is not so much a road test as a last-ditch plea to preserve this monument to Thortsen Veblin and his proposition of conspicuous consumption before it's crimped and trimmed into a socially responsible shape and weight.



The distinctive looking front end clearly identifies this car as a Mark V.

Surely you have witnessed the passage of a Mark on the highway—the awesome procession of sheet metal, opening with the appearance of a rectangular chrome grille, followed by a hood that could accommodate a fairway on a par-three golf course, then by a low, truncated passenger compartment, finally to be completed by a stubby trunk lid with its ovoid Continental lump that has become as vivid a styling cliché to several generations of Americans as Cadillac tail fins and Buick portholes.

You have been moved by this sight, warming to the thought that the driver and passengers are integrally linked to the Great

American Success Story. You accept this because the Mark has become America's new automotive symbol for "making it," having replaced the Cadillac as the final mechanized statement in the arduous ladder-climb of upward mobility. Yes, the man in the Mark has made it, and he's got nineteen feet of shimmering angular steel and plush appointments to trumpet his message to the world.



Mark V's featured these louvers in the front fenders.

We are pleased for him. After all, it is unlikely that the hyper-ambitious ladies'-ready-to-wear magnates, novelty tycoons, car-wash franchise reps, suburban steak-house proprietors, chain store managers, loan company execs and wholesale costume-jewelry salesmen would have been

able to take time out from their hectic rush to the top in order to make serious judgements about good and bad automobiles. Size, bulk, silence and jaw-busting visual impact are what they seek. In this sense, the Mark is four-wheeled perfection. And it's worth saving, if for no other reason than to serve as a powerful talisman of success for a substantial segment of the *vox populi* who have legitimate social needs for overstated status symbols.

We are encountering the Lincoln Continental Mark series (in this case the Mark V) at what is probably the apogee of its strength and market influence. It is, by all definitions, an immensely successful automobile. During the 1976 model year, Lincoln-Mercury Division of the Ford Motor Company placed Marks into the eager hands of 55,400 Americans, meaning that it outsold nearly two dozen other brands of domestic cars, including such prestigious nameplates as the Corvette, the Seville, the Riviera and its arch-rival, the Eldorado—which it surpassed by almost 10,000 units. To lend a certain perspective to the success of this automobile, it should be noted that not only did it bury a number of competitive luxury models, but also outsold

(Continued on page 8)

More Motor Trend Road Tests

(Continued from page 7)

was released in the US and Canada as *If You Love Me, Let Me Know*. *If You Love Me, Let Me Know's* title track was its first single and reached No. 5 Pop, No. 2 Country. The next single, "I Honestly Love You", became Newton-John's signature song. Written and composed by Jeff Barry and Peter Allen, the ballad became her first Pop number-one (staying there for two weeks), second AC number-one (for three weeks) and third top 10 Country (No. 6) hit and earned Newton-John two more Grammys for Record of the Year and Best Pop Vocal Performance - Female.

In the United States, Newton-John's success in country music sparked a debate among purists, who took issue with a foreigner singing country-flavored pop music being classed with native Nashville artists. In addition to her Grammy for "Let Me Be There", Newton-John was also named the Country Music Association Female Vocalist of the Year in 1974, defeating more established Nashville-based nominees Loretta Lynn, Dolly Parton and Tanya Tucker, as well as Canadian artist Anne Murray.

Encouraged by expatriate Australian singer Helen Reddy, Newton-John left the UK and moved to the US. Newton-John topped the Pop (one week) and Country (six weeks) albums charts with her next album, *Have You Never Been Mellow*.

Newton-John was appointed Officer of the Order of the British Empire (OBE) in the 1979 New Year Hon-

(Continued on page 9)

(Continued from page 7)

such presumed low-ball, mass-market machinery as the Astre, Sunbird, Skyhawk, Starfire, Omega, Arrow, Colt, Bobcat, Cornet and Capri. Even AMC's beloved Gremlin was beaten by the Mark, which must cause Mr. Chapin and his associates certain vexations when reaffirming their company's commitment to small, economical automobiles. In fact, the Mark is such a smash hit that Lincoln-Mercury plans to sell 35 percent more of these beauties at an average retail price of about \$13,000. Yes, the Mark's desirability is so strong that even Cadillac, that traditional citadel of motorized American-style luxury, is feeling the pinch. While the Mark sales soar, GM has revised its projected 1977 sales for Eldorados *downward* by 6500 units.



The dash featured this classic Cartier branded clock serving to add to the overall elegance of the Mark V.

The Continental has periodically been a part of the FoMoCo lineup since 1940, yet its rise to success has been slow and agonizing. The outgrowth of a one-off special fabricated for automotive aesthete Edsel Ford during the 1939 Palm Beach winter season, the first Continental appeared in 1949 as a moderately expensive (\$2840) cabriolet built on the 125-inch Lincoln Zephyr chassis and carrying the same stock 120-hp flathead V-12 engine. The original styling themes—the long hood (idiomatic for luxury cars-of those days simply because their large, in-line and V-type engines consumed a great deal of space) and the externally mounted spare tire (which

would later be added to thousands of cheaper cars in the form of "Continental kits")—remained with subsequent Marks. The original Continental underwent a mild facelift after World War II and remained in production until 1948. The MK II appeared in 1955 as the heaviest (4825 pounds) and most expensive (\$10,000) American automobile of its day and lasted two years before expiring in the face of a receding economy and general ennui. The MK III came along in 1968, then gave way to the MK IV and V without interruption. Now, 37 years later, the present Mark carries on the great styling trademarks of the original, with a long hood and rear-mounted spare, although both elements are now unfortunate cosmetic caricatures. Certainly the compact 460 or 400 cu. in. V-8 of the present Mark does not require the space available under the hood (there is a 30-inch gap between the bumper and the front of the 460 engine), and the spare tire housing has been a useless bulge since the days of the MK II. (In fact, the present Mark carries a tiny Space Saver spare.)

There also remains a certain continuity of performance from the earliest Mark to the present. Edsel's original *boulevardier* was low and slow, and so is its most recent successor. There is perhaps no automobile in the world that is as unsettling to a serious driver, or one that recalls those awful days of the Fifties and Sixties when all large American cars handled like runaway motor yachts. Much of this is traceable to the Mark's prodigious 5020-pound weight, but the vague power steering, flaccid shock absorbers and limited suspension travel all contribute to handling that makes other large GM, Ford and Chrysler models seem like Formula Two cars by comparison. Of course, it behaves perfectly on straight, smooth stretches of highway, but bumps in the surface create harsh noises in the suspension. Undulations of any substance generate a nasty pitching motion that is climaxed by a weird cork-screwing in the front suspension as the giant machine seeks equilibrium. Surprisingly, it seems able to negotiate corners at considerably higher rates of speed than one might expect, provided the attendant body lean and tire squeal can be overlooked. On several occasions, we lumbered into corners at imprudent speeds and felt our world tilt sideways, only to discover we were traveling fifteen to twenty mph faster

(Continued on page 9)

MT Road Test continues...

(Continued from page 8)

ors and Dame Commander of the Order of the British Empire (DBE) in the 2020 New Year Honors for services to charity, cancer research and entertainment.

Grease - Newton-John's career soared after she starred in the film adaptation of the Broadway musical *Grease* in 1978. She was offered the lead role of Sandy after meeting producer Allan Carr at a dinner party at Helen Reddy's home. Disillusioned by her *Toomorrow* experience and concerned that she was too old to play a high school senior (she was 28 during the filming of *Grease*), Newton-John insisted on a screen test with the film's co-lead, John Travolta. The film accommodated Newton-John's Australian accent by recasting her character from the play's original American Sandy Dumbrowski to Sandy Olsson, an Australian who holidays in the United States and then moves there with her family. *Grease* became the biggest box-office hit of 1978.

The film's popularity has endured through the years. It was re-released for its 20th anniversary in 1998 and ranked as the second highest-grossing film behind *Titanic* in its opening weekend. It was most recently re-released in April 2018 in over 700 American theatres for two days only. The soundtrack is one of the best-selling soundtracks of all time.

Newton-John explained: "I think the songs are timeless. They're fun and have great energy. The '50s-feel music has always been popular, and it's nostalgic for

(Continued on page 10)

(Continued from page 8)

than all the commotion indicated. But this nattering about handling, steering and braking (the less said about that the better; see specification graph) is irrelevant. If a man is interested in spending \$13,000 for that sort of performance, he wouldn't be buying a Mark in the first place. The good stuff isn't underneath, tucked up inside the wheels or wedged into the engine compartment, but rather right out there where everybody can see it—hung across the frame rails in the form of vast, sculptured acres of steel, and inside, with bolts of velour and yards of leather. That's what counts in the *nouveau* car league, and that's where the Mark blows the competition into the cheap seats. From the moment you punch the key into the door lock—which glows in the dark, gadget fans—until you slip from behind the wheel after a short but egogratifying Tourney, the hyperbole of Detroit-style luxury is all-encompassing. The square clock, with its day-and-date readout and its Cartier Label, shapes a central position on the high-luster, fake-wood instrument panel beside the speedometer. The only other gauge present is for gasoline. It is a reasonably tasteful facade, although the purist is sure to complain about the lack of information provided by the complex.



Opera windows were all the rage in the 1970s. Lincoln seemed to do this feature better than most.

Three items pleased us greatly within the hushed confines of the interior. The tinted plastic-roof section with its retractable panel for those times when a hot noontime sun produces intolerable heat and glare was particularly appealing, as was the pair of map reading lights mounted integrally with the dome lamp. But the best components of our test car were the large but firm seats, with their pleated "Venezia Velour" fabric that was not only quite cool and comfortable by inhibited sliding as the Mark humped around corners. Serious objections centered on our inability to find a really comfortable angle for the adjust-

able steering wheel and the low roofline, which descended on our heads whenever we crested even the smallest bumps.

There is no debating the fact that the Mark is silent. God knows Ford has spent enough time, money and wads of insulation to make its full-size cars quiet, and the Mark is certainly as free of road noise—at least on smooth pavements—as any car available. Yet we found it to be strangely fatiguing to drive for long periods. Perhaps it is the steering, which requires constant tending, or the pitching motion we encountered on anything rougher than the best interstate.



Climate control was easy to use.

But enough carping. Let's talk about the real stars who have made the Mark what it is today. Men like Bill Blass, Emilio Pucci, Givenchy and the artisans at Cartier. No, Blass, Pucci and Givenchy are not suspension engineers or Formula One designers, but powerhouses in high fashion, and anybody who can tell a Rolex from a Timex has heard of Cartier. In a genius marketing ploy, Lincoln-Mercury has produced four "designer" models of the Mark bearing the special paint schemes and interior treatments of this fearsome foursome. Should you desire the Bill Blass look, for example, you can obtain his special model for a mere \$1600 above the \$11,396 base price. The same outlay will get you the Pucci model, although the Cartier and Givenchy versions cost either \$1600 or \$2100, depending on just how *chi-chi* you really want to get.

We recommended the full shot—the \$2100 Givenchy, which includes the \$56 glowing door locks and \$84 power vent windows, personalized 24-carat gold finish instrument panel nameplate and double-G logos.

After all, we may be witnessing the end of an era here, and five years down the road when they're building the Mark VII on the Pinto chassis, you will despise yourself for not having gone all-out when the real thing was still available. So we urge you, conspicuous consumption addicts, act while you can.

Dining at Dangerfield's

(Continued from page 9)

my generation, and then the young kids are rediscovering it every 10 years or so, it seems. People buying the album was a way for them to remember those feelings of watching the movie and feelings of that time period. I feel very grateful to be a part of this movie that's still loved so much."

In September 1989, Newton-John released her self-described "self-indulgent" album, *Warm and Tender*, which reunited her with producer John Farrar, absent from her previous LP, and also marked a return to a more wholesome image of herself. Inspired by her daughter, who appeared on the cover, the album featured lullabies and love songs for parents and their children. Newton-John was primed for another comeback in 1992 when she compiled her third hits collection,

In 2008, she raised funds to help build the Olivia Newton-John Cancer and Wellness Centre in Melbourne, Australia. She led a three-week, 135 mile walk along the Great Wall of China during April, joined by various celebrities and cancer survivors throughout her trek. The walk symbolized the steps cancer patients must take on their road to recovery.

Later career - Newton-John continued to record and perform pop-oriented music as well. In 1998, she returned to Nashville to record *Back with a Heart*. The album returned her to the top 10 on the Country Albums chart.

In December 1998, following a hiatus of about 16

(Continued on page 11)



Kathryn Holaday, Dave Heeren, and Bill Holaday pictured at Dangerfield's enjoying good food and good service.

The North Star club returned to Dangerfield's restaurant for another great brunch this past July 24. The weather was about as good as it could be, inviting what should have been a good turnout. Alas, we came up a little short with only 15 members in attendance, about half the size of our usual gatherings. Either there were just too many other activities that day, or getting our members out is becoming more of a challenge than we thought.



Brad and Joanie Videen, with Tammie Heeren.

For those who made the trek over to Shakopee, it was an opportunity for some fine food, buffet style, and plenty of time to visit with other members. The roll call included Jay and Carol White, Bob and Mary Johnson, Brad and Joanie Videen, Bill and Kathryn Holaday, Tom and Gunta Brace, Dave and Tammie Heeren, Bob Gavrilescu, Dave Sandels, and David Gustafson.

The Dangerfield restaurant has one of the best brunches in the Twin Cities area. And Dangerfield's once again provided good food, for good people, a winning combination. It just doesn't get any better on days like this, especially if you partake in a full plate of dessert as I did. Our 1989 Mark VII really enjoyed the 140-mile round trip from Shafer to Shakopee and back.



Mary and Bob Johnson

Our next brunch will be at Dehn's Country Manor in Maple Grove on August 28. Please check out the information elsewhere in this newsletter on future activities of the North Star Lincoln Club. Jay White provided the photos of this Brunch at Dangerfield's.

For Sale - 1979 Town Car



Linda Fenelon has decided to sell the car that she and her late husband, Ron, enjoyed for 20 years. The rust-free California Town Car has 106,000 miles. It is mechanically sound and has a nice interior. The clear coat paint is fading. The tires are nearly new. For a personal inspection or more information, contact Linda Fenelon, Alexandria, Minnesota, 320-763-4197 or 320-491-4484. \$6000/offer.

Lincoln Homecoming at Ford Headquarters

(Continued from page 10)

years, Newton-John also resumed touring by herself and in 2000 released a solo CD, *One Woman's Live Journey*, her first live album since 1981's *Love Performance*.

In 2002, Newton-John was also inducted into Australia's ARIA Hall of Fame. Newton-John also released several Christmas albums. In 2000, she teamed with Vince Gill and the London Symphony Orchestra for *'Tis the Season* sold exclusively through Hallmark. The following year, she released *The Christmas Collection*, which compiled seasonal music previously recorded for her Hallmark Christmas album, her appearance on Kenny Loggins' 1999 *TNN Christmas special* and her contributions to the *Mother and Child* and *Spirit of Christmas* multi-artist collections. (Green Hill Records re-released this album with different artwork in 2010.) In 2007, she re-teamed with her *Grace and Gratitude* producer, Amy Sky, for *Christmas Wish* (No. 187 Pop) which was sold exclusively by Target in its first year of release.

Newton-John's television work included starring in two Christmas films, *A Mom for Christmas* (1990) and *A Christmas Romance* (1994) – both top 10 Nielsen hits. Her daughter, Chloe, starred as one of her children in both *A Christmas Romance* and in the 2001 Showtime film *The Wilde Girls*.

In November 2012, Newton-John teamed with John Travolta to make the charity album *This Christmas*, in support of The Olivia Newton-John Cancer & Wellness

(Continued on page 12)



Ford world headquarters at Dearborn

Lincoln's Homecoming celebration was held August, at Ford World Headquarters in Dearborn, and hundreds of people – employees and enthusiasts – were on hand to admire and enjoy an impressive display of vehicles representing almost every decade of the brand's storied 100-year history.

Ask any Lincoln owner about their vehicle, and they have their own unique story to tell.



Robert Montague with his 1921 Lincoln

Robert Montague, 86, said his 1921 Leland-built Lincoln is part of his family. "This vehicle was originally bought by my grandfather's cousin," he said. "When his wife died, her executor – who was another cousin of mine – knew that I was a car nut without a car. He told me Aunt Belle's old Lincoln was sitting in the shed out on the farm, and if I could get it out of there I could have it." Montague, who lives in Virginia, said he brought the car to Lincoln's 75th anniversary celebration as well as Ford's 100-year anniversary. He also displayed the vehicle at the grand opening of the Lincoln Museum in Hickory Corners, Michigan.

"This car has been a part of my life now for 68 years," said Montague, his voice cracking with emotion. "I was really determined to bring it to this event."



Tony Russo's 1929 Sport Phaeton

Tony Russo knows every detail of his 1929 Locke Bodied Lincoln Sport Phaeton's past. "This car was originally owned by a stockbroker who lived in New Jersey and drove this car to Wall Street through the Holland Tunnel every day. When the stock market crashed, people were throwing eggs and tomatoes at the Wall Street guys, so he had all the chrome removed from the car. He painted it flat black and drove it for the rest of his career that way so that no one would know who he was," he said.

Russo, who lives in Pennsylvania, said the Wall Street Lincoln owner eventually moved to Chappaquiddick, Massachusetts, and when he died, he left the car to his niece who sold the car to the gentleman Russo bought it from.

"I chased this car for 9 years," he said. "I'm the third registered owner since 1929." Russo, who also owns Lincolns from 1927 and 1941, said the previous owner did the restoration on the car. "You buy it finished so you can get in it, drive it and enjoy it," he said.

Unlike Russo, George Munro, built his 1940 Capri Blue Metallic Lincoln Zephyr 5-window coupe from an empty shell. "I had it for 30 years, and it took 17 years to put it together," said Munro, who said he worked on the car on weekends and during vacation time. It was difficult, he said, to find parts. "You get help from a lot of people in the Lincoln Club. You search and you find. You look in the woods in the fall, and sometimes you

(Continued on page 12)

More Lincoln Homecoming at Dearborn

(Continued from page 11)

Centre and the Jett Travolta Foundation. Artists featured on the album include: Barbra Streisand, James Taylor, Chick Corea, Kenny G, Tony Bennett, Cliff Richard and the Count Basie Orchestra.

In 2015, she scored her first number-one single on *Billboard's* Dance Club Songs chart with "You Have to Believe" with daughter Chloë and producer Dave Audé. The song was a re-imagining of her 1980 single "Magic", which she noted was to celebrate both the 35th anniversary of *Xanadu* and as a dedication to her daughter. About the latter, Newton-John stated "I met Chloë's dad on the set of *Xanadu*, so, without that film, Chloë wouldn't be here. She was the real 'magic' that came out of that film!" The song became the first mother-daughter single to reach No. 1 on the *Billboard* Dance Club Play chart.

In December 2019, Newton-John and Travolta also re-teamed for three live "Meet 'n' Grease" sing-along events in the Florida cities of Tampa, West Palm Beach and Jacksonville.

In the media - On November 2, 2019, Julien's Auctions auctioned hundreds of memorabilia items from Newton-John's career. The sale raised \$2.4 million. Newton-John's *Grease* outfit garnered \$405,700; her pants and jacket were purchased separately by two different billionaires. Sara Blakely, founder of Spanx, bought Newton-John's black skintight pants from *Grease* for \$162,000. The anonymous buyer who acquired her famous *Grease* leather jacket

(Continued on page 13)

(Continued from page 11)

find one that might be all there and then you pick it up like that and get your spare parts that way," he said.



George Munro's 1941 Zephyr

Munro worked with LeBaron Bonney on the interior. "I had a good remnant of the upholstery, and they were able to get it and put it back together."

Munro said he and his wife drive their Zephyr everywhere and never put it on a trailer. They drove about 973 miles from New Hampshire to Michigan for the Lincoln celebration.

"She drove right along with everyone else," he said, referring to his Lincoln. "She can go fast. Believe me."



Carl Villone with his 1978 Mark V

Carl Villone beamed with pride when talking about his 1978 Lincoln Continental Mark V Diamond Jubilee Edition. "It was the most expensive car made in the U.S. in 1978, made to commemorate Ford Motor Company's 75th anniversary," he said. "It came in two colors – diamond blue and jubilee gold." In addition to his diamond blue Lincoln, Villone also has a 2021 Lincoln Nautilus. "I'm very loyal to Lincoln for the last 42 years," he said. "The legacy of Lincoln has been in my heart since I was a kid."

What is it about Lincoln that creates such an emotional connection? Lincoln President Joy Falotico says she thinks it has to do with

the brand's heritage.

"This brand has been around for 100 years. When Edsel Ford bought the company from Henry Leland, he set out to make the best cars – not the largest number of cars, but the best," she said. "The elegance, beauty and innovation that has been poured into these vehicles over all these years creates emotions. It awakens the senses and creates an emotional connection. And we're still doing that today with our vehicles. I think that's the secret sauce."



Lincoln President Joy Falotico visits with employees and enthusiasts at the Lincoln Homecoming celebration

Falotico said she's proud to be leading Lincoln as it celebrates its 100th anniversary. "It's exhilarating because we're at the intersection of our past and the future. And that's why it's also daunting because we have a responsibility to ensure that this iconic brand continues on for the next 100 years," she said. "But I take good solace in the fact that we have a plan. We have a purpose. We have a vision. We have a team that is so passionate. And we also have fans that love the Lincoln brand. And I know that's what is going to carry us through the next 100 years." In addition to the cars on display in the south lot of World Headquarters, Lincoln's current portfolio of vehicles were lined up inside the building. The Lincoln Star Concept, which represents the brand's first significant step toward an electrified future, was also on display.

"We've got to keep going here," said Falotico. "We have a responsibility to these fans to continue to develop the next Lincoln and to make sure we're here for the next generation – to really pour our heart and soul into these electric vehicles and make sure they stay relevant for the brand for the next 100 years."

(Continued from page 12)

for \$243,200 returned the item to her and said: "It should not sit in a billionaire's closet for country-club bragging rights. The odds of beating a recurring cancer using the newest emerging therapies is a thousandfold greater than someone appearing out of the blue, buying your most famous and cherished icon, and returning it to you." All proceeds were donated to her cancer and wellness research centre in Australia.

Personal life - In the mid-sixties, she dated Australian actor, Ian Turpie, her co-star in the 1965 musical film *Funny Things Happen Down Under*. In 1968, Newton-John was engaged to but never married Bruce Welch, one of her early producers and co-writer of her hit "Please Mr. Please". In 1972, Newton-John ended her relationship with Welch. In 1973, while vacationing on the French Riviera, Newton-John met British businessman Lee Kramer, who became both her new boyfriend and manager. Newton-John lived with Kramer on and off and they stayed a couple until 1979; she called their turbulent pairing "one long breakup." Newton-John married her long-time partner, actor Matt Lattanzi, in December 1984. The couple had met four years earlier while filming *Xanadu*. They divorced in 1995. According to *People* magazine, people close to the couple cited the disparity between her spiritual interests and his more earthly ones as a key factor in the dissolution. Their daughter, Chloe Rose, was born in January 1986. Newton-John married John East-

(Continued on page 14)

The Welcome Wagon returns...

By Francis Kalvoda, Willmar, Minnesota
fjk@charter.net 320-235-5777



Look for Francis out and about in the Northstar Welcome Wagon.

It has been a year since my last Welcome Wagon column. In that year, we have lost several beloved North Star members, and Micki and I sincerely share in the grief of those families' losses. I am pleased to report that I have several new members who you will meet this month and next month. Hopefully, you will meet them in person as we enjoy our Lincolns and our camaraderie this Fall.

First, let's meet **Brad Carlson**, New Brighton, Minnesota, 708.712.1046, bcfrenbmn@gmail.com. Brad currently does not own a Lincoln, although he has in the past and may do so again in the future. Brad has good taste in automobiles, and here is what he recently had to say about himself:

"I am retired, living in New Brighton; my profession was a fundraising consultant for not-for-profits. I moved here from suburban Chicago, and almost all of my family lives here. About half of my childhood was spent in the Twin Cities.

My favorite car is the 1956 - 1957 Continental Mark II, closely followed by the 1961 - 1963 Lincoln Continental. My introduction to Lincolns came before grade school. My dad had bought a used 1956 Lincoln Premiere two-door for my mom, and his car was a 1960 English Ford. Both parents were very fond of the '56 Lincoln, and it was great for trips between Florida and Minnesota before the interstates were built.

When I was in my late 20s, I had a dark blue 1969 Continental Mark III with a black top and dark blue leather interior, a white/white 1971 Continental Mark III with teal leather interior, a 1958 Edsel Ranger two-door hardtop, and a 1969 Fairlane (my daily "beater") all at the same time. In my mid-30s, I had some financial issues and had to sell the Continentals and the Edsel.

Currently, I have a 2016 Mustang (EcoBoost), a 2013 Fusion, and a 2006 Grand Marquis. They each have different purposes. The Mustang is driven only when the snow is gone. I enjoy the contrast between the Mustang and the Grand Marquis. Before buying the Fusion new, I had a used 1999 Lincoln Signature Series Town Car, which I owned for six years. I look forward to future LCOC shows and meets."

We look forward to seeing and visiting with Brad at future North Star shows and meets and sharing information about any nice Lincolns we know of. Brad said the Mark II Continentals are his favorite, and the 1971 Mark III was the nicest car he had ever owned.



Above - One of Tina Zimpel's Lincolns, a Town Car, no less. A sign of good luck is the rainbow above the car.

Our next new member has also been influenced by a family who loves Lincolns. Let's meet **Tina Zimpel**, 2723 Marshall Street NE, Minneapolis, Minnesota, 612.298.3632. tinajzim@gmail.com. Tina's grandparents owned Lincoln Town Cars, her parents owned Lincoln Town Cars, and for now, Tina owns two 1993 Lincoln Town Cars. Perhaps we will hear from Tina in a *Pride and Joy* article in the future, but for now, she just wants to greet you all and let you know she is glad to join the North Star Lincoln group.

"Hi, This is Tina Jean, massive lover of Lincolns. Here is some of my Town Car info. I became a huge Town Car lover when I was very young. My grandma and grandpa always had Town Cars and took amazing care of them. Rubbed off on my parents also, who owned a couple of beautiful Town Cars. I owned my first Town Car, a 1990. I enjoyed and loved her for ten years, but sadly Minne-

(Continued on page 14)

More Welcome Wagon....

(Continued from page 13)

erling, founder and president of the Amazon Herb Company, in an Incan spiritual ceremony in Peru on June 21, 2008, followed by a legal ceremony nine days later on Jupiter Island, Florida.

Illness and death - In May 2017, it was announced that Newton-John's breast cancer had returned and metastasized to her lower back. Her back pains had initially been diagnosed as sciatica. She subsequently revealed this was actually her third bout with breast cancer, as she had a recurrence of the disease in 2013 in addition to her initial 1992 diagnosis. With the 2017 recurrence, the cancer had spread to her bones and progressed to stage IV. Newton-John experienced significant pain from the metastatic bone lesions and had spoken of using cannabis oil to ease her pain. She was an advocate for the use of medical cannabis; her daughter Chloe owns a cannabis farm in Oregon.

On August 8, 2022, Newton-John died from cancer at her home in the Santa Ynez Valley of California. Tributes were paid by John Travolta, Barbra Streisand, Anthony Albanese, and many other celebrities. The State of Victoria offered to hold a state funeral for Newton-John, which her family has accepted, though they plan to have her body interred at her ranch in California. As a mark of respect, many places in Melbourne and Sydney lit up many of their landmarks.

From the internet...

(Continued from page 13)

sota winters took their toll and rusted her frame and bottom out completely. Then I got the pleasure of taking grandma's Town Car over after the car sat in her garage for nine years. Even while in the nursing home for all those years, grandma didn't want to part with one of her biggest loves, her 1993 Town Car. I promised to take care of her and love her so much! Unfortunately, the car has been through 21 harsh Minnesota winters. But I try my best, for grandma and me, to keep up her rust issues and maintenance. I always take the best care of her I can. Love this car so much!! I also purchased another beautiful 1993 town car which spent 25 years with the same owner, but then he was turned into a hydraulics car for a few years, and I'm trying to save him from some rough past treatment.



Tina is also fortunate to own this fine looking blue Signature Series 1993 Town Car. What's not to love about Town Cars.

Both of my '93s are Signature Series models, and I couldn't love them more. They make life good. My dream is to own my favorite Lincoln one day, which is a 1978 Town Car. Thank you for also being Town Car/Lincoln/Continental lovers."



Tina Zempel, one of our newest North Star Lincoln Club members. Check out the Lincoln Star logo on her jacket. Pretty neat!

Look for Tina at area car events. Recently she attended the POWERCRUISE USA at Brainerd. Only two Lincolns were in attendance, and Tina represented us very well. I think Tina's photo will be a good one for our new directory. Get your directory photos in soon.



Noah Olson is the proud owner of this 1979 Mark V. Great car, we hope to see both Noah and his Mark at one of the North Star events, before winter sets in for the duration.

This month's final new member is one of our youngest North Star members. Let me introduce **Noah Olson**, Anoka, Minnesota, 612.597.5159, tubafellow@gmail.com. Noah is in his 20s and is a welder. He has a 1979 diamond blue Mark V, which he describes as his first classic car. Noah is the third owner of this fine automobile. 1979 was the end of the era of the large American luxury coupes. I hope Noah enjoys his '79 Mark V as much as I have enjoyed mine.

Hopefully, you will get a chance to meet Noah, Tina, and Brad in the near future. Give them a call or send them an email. Have a fun visit. I hope to have more new members for you to meet next month. Until then, enjoy your Lincolns.

Our thanks to Francis for his fine reporting. We are adding more new members and we will be looking for more reports from Francis in the months ahead.

North Star LCOC events

For 2022

September **Sunday Buffet, September 11, 11:30 a.m. Bungalow Inn**, Lakeland, Minnesota, 1151 Rivercrest Rd N, just one block northeast of I-94 and MN 95, exit just before the bridge to Hudson.

October **Sunday, October 2, 2022. Free lunch and auction, at Morris Classic Car Collection** in Long Lake, Minnesota. 10 a.m. to 2 p.m. Seating for Lunch will be limited to 80 persons. You must RSVP to Bob Johnson by Wednesday, September 21 with the number of persons attending. You will have the option to view the car collection only, but please let Bob know what your intentions are. Bob Johnson is awaiting your call at 651.257.1715 or email: arborbob41@aol.com, please do this as soon as possible so we can plan for enough food to meet everyone's needs. And least, but not last, bring something to donate to the auction.

Sunday October 9, 2022, Brunch at 11 a.m. We will begin with a driving tour to view fall leave colors. We will eventually find our way to the **Hilltop Retreat, Cumberland, Wisconsin**. For those who might like to caravan, we will meet at the White Bear Lake city offices, 4701 Highway 61 North, White Bear Lake, Minnesota, at 9 a.m. on Sunday morning, that Sunday October 9th. Should you wish to skip the caravan, the Hilltop Retreat is located at 2896 1-½ street North, Cumberland, Wisconsin. Please RSVP to Bob Johnson by Wednesday, October 4. Operators are standing by awaiting your call at 651.257.1715 or email arborbob41@aol.com.

November **Sunday Brunch**, year end. Date and time to be determined. We will say goodbye to summer and hello to five months of miserable weather.

— Celebrating 100 Years of the Lincoln Motor Car Company —

We are celebrating the 100 year anniversary of the Lincoln Motor Car Company. Since 1922, Lincoln has turned our high-quality luxury automobiles, ranging from the very first Lincoln 1922 Model L to the latest 2022 Lincoln Navigator. Fine quality automobiles, many of which are true icons of fine styling, including the luxurious Model L and Model K's of the 1920s and 1930s. The high styled pre-war Zephyr and Continental models. The postwar Cosmopolitan series, which served the needs of several American presidents, the Kennedy era "slab-sided" four-door convertibles, which were an instant fashion statement. Serious collectors of all ages still desire them to have an understated elegance, minimalist styling, luxury, and performance far exceeding anything else in the marketplace.

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

www.northstarlcoc.org Click on publications.

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

The Back Page



I am a very fine car that desperately needs a new home. I have been with my present owner(s) since the early 1980s, and it has now time for me to be much loved and well taken care of in the way that I have become accustomed to by a new family. I have an excellent pedigree that can be easily verified by all of my present masters' documents.

I am a 1979 Lincoln Mark V, having traveled less than 35,000 miles in my lifetime. I have always spent my nights and days

safely stored inside, in a nice secure garage, except when my mom and dad took me out for special rides and bring to car shows. I finished in a Diamond Blue metallic paint, which was rare in 1979. Both my inside and outside are spotless, with no dings, dents, or scrapes. I look almost as good as the day my first owner took delivery of me from the dealership. I have a moonroof and virtually all of the accessories that Lincoln offered in 1979. Plus, I come with all the owners and factory manuals too.

Would you please come to see me and check me out? I will not disappoint you and provide you and your family with many years of enjoyment behind the wheel and pride of ownership. Plus, my owners' price aligns with current Mecum auction results for similar Mark V's, most having more miles than I do. Very fairly priced at \$14,500 obo.

Further inquiries should be directed to Ann at 612-695-6524. She will be awaiting your call.



Yes, We Want You to join the
Lincoln *and* Continental Owners Club!

Now Only \$25 for the first year
New Members Only

We are now offering the bargain of the century. A full years membership in the Lincoln *and* Continental Owners Club, which includes six issues of our flagship magazine, Continental Comments, and a full years membership in the North Star Lincoln Club, which includes a monthly newsletter and participation in all Club events; including car shows, picnics, driving tours, brunches and other interesting activities held throughout the year. Here is your opportunity to learn more about Lincolns and meet and enjoy socializing with some truly interesting people of all ages who also have a passion for Lincoln automobiles. Come "Take the road less traveled" with us and join the Lincoln club. Normally LCOC membership is \$54 per year, and the North Star club is \$20 per year for a total of \$74, but for new members during this celebratory 100 year period, the price has been reduced to a total of \$25. No better bargain exists today.

Joining is easy and takes only a few minutes. There are two ways to do it. Online, go to:

lcoc.cornerstonereg.com/Member/New or call our membership office at 763.420.7829.

Join Today! We want you as a member of the Lincoln *and* Continental Owners Club.