

Cadillac and Lincoln for 1958



Top 1958 Cadillac Fleetwood 60S, below 1958 Lincoln Continental

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 our never-ending quest to fill up the pages of this newsletter, once again, we turned to the internet to come to our rescue. As many of you know, the 1956 Lincoln Premiere and Continental were and still are thought of as some of the best-styled Lincolns ever.

For 1957, Lincoln updated a little bit; four headlights now graced the front end of their cars, and larger, canted tail lamps were affixed to the rear of their vehicles. Four-door hardtop models were now available, and there were also subtle changes in the interior of the car line. They didn't look bad, and adding chrome to jazz up the exterior was minimal.

From 1958 through 1960, the world of Lincoln was turned upside down. The new 1958 models have absolutely no resemblance to the 1957 models. The 1958 line was not just big; it was huge. These three model years, 1958, 1959, and 1960, represented the largest Lincolns ever produced. And to some extent, sales reflected that the auto-buying public was not quite ready for the "larger is better" concept that Lincoln was serving up.

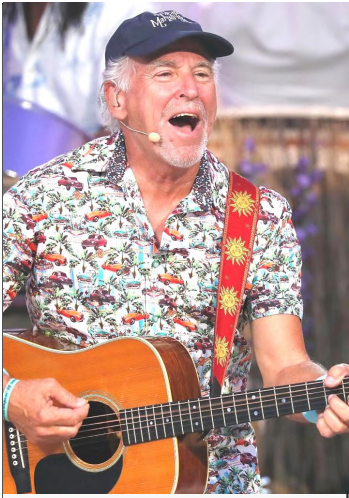
Strangely, 60 years later, these models are now acquiring followers of their own. They were not bad cars, the mechanics were fairly good, and ultimately, they provided excellent service to their owners.

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Trivia from the Internet



Jimmy Buffett
American Entertainer
1946 - 2023

James William Buffett (December 25, 1946 - September 1, 2023) was an American musician and singer-songwriter. He was best known for his tropical rock music, which often portrayed a lifestyle described as "island escapism" and promoted enjoying life and following passions. Buffett recorded hit songs known as "The Big 8": "Margaritaville" (1977), which is ranked 234th on the Recording Industry Association of America's list of "Songs of the Century"; "Come Monday" (1974); "Fins"; "Volcano" (1979); "A Pirate Looks at Forty"; "Cheeseburger in Paradise" (1978); "Why Don't We Get Drunk" (1973); and "Changes in Latitudes, Changes in Attitudes." His other popular songs include "Son of a Son of a Sailor" (1978), "One Particular Harbour" (1983), and "It's Five O'clock Somewhere" (2003). He formed the Coral Reefer Band in 1975.

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Editors Message

October 2023

Well, October is here, along with a few days to take those joy rides in our beloved classic cars. We can get any weather during October, from sunny, moderate days to windy, rainy days, so don't say the words cold and snowy. This year, with the way things have been going, everything is on the table. But let us hope for the best.

We have slightly departed from how we add things to the newsletter. I sense that there is interest in other makes and models of cars in addition to our Lincolns. This month, we are featuring some information on Lincoln's competitor, Cadillac. Similarities and differences exist between the two brands, but the two, in addition to the Imperial, represent the finest automobiles for purchase in the entire world in 1958. Please let me know if you have any suggestions about cars that we should be taking a closer look at. Better yet, how about writing a story for our Northstar News? Our readers would appreciate someone else's stories for a change.

There is a lot in the news about electric vehicles. Maybe we will see one from Lincoln in late 2024. While I have been an early adopter of many high-tech things, I am not sure that I want serial number 1 of a new fully electric Lincoln automobile. While my days of long-distance car travel are pretty much over, others will have to contend with the need to find appropriate charging stations for their vehicles when going on a trip. And what do you do when you get to the charging station, and one or two of the charging units are not working, and there are maybe 10-12 cars in line to get some charger time? I guess that it takes about 25 minutes to get an 80 percent charge under ideal conditions. Because the last 20% charge takes an inordinate amount of time, most people will only go for the 80% figure. And if it is in the middle of winter, and you need to keep the interior of the car warm, the distance

between charges may go down appreciably. We will probably see a lot of these little quirks worked out over time and by the many EVs located in California, where a significant percentage of the new EVs will be located.

Please do not forget our very best North Star event of the year. Our annual tour of Morries Car Collection in Long Lake. It has grown a little over the last year, so there may be a few new cars



Sweet Nico is as happy as a clam. Our neighbor, Marsha Redman, has just stopped by with her two dogs and offered to take Nico with them for a walk around the neighborhood. Nico has a lot of fun seeing the sights and visiting with Marsha's, very well-behaved canines. Nico thinks this is a lot better than four walls and old Dad. And they all seem to get along well together, as evidenced by Nico's big smile.

to check out. This is the largest collection between Chicago and Denver, and it is open to North Star members once per year. Along with the tour comes a nice free lunch, a departure from the old days when we did pot-lucks. This is not a Manny's steakhouse dinner, but all-in-all, it's pretty decent fare. It tastes good and is filling. And at the price, it is a bargain. So, you get a few things all rolled up into one package. The tour of a great automobile collection, some very good food, and the chance to bid on some auction items that will be made available for sale after lunch. And last but not least, it will be a good opportunity to socialize under the best of

conditions with your North Star friends. Nico and I look forward to seeing you there.

If you have extra time, please visit our good friends at Lincoln of Bloomington. They are a fine dealership and will do their very best to help you find a new Lincoln that will meet your needs and at the best price in town. And don't forget, your X-Plan discount, available to all LCOC members, will save you a little extra. Information on how to get the discount is available in each copy of Continental Comments. Also, they have a wide selection of high-quality used cars, which could be a good alternative to a new one. And their service department is bar none. Give these good folks a try; you will not be disappointed.

Till next month.... David and Sweet Nico, the SamoyedIII

Directors Message by Bob Johnson October 2023

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Of the over 30 albums released by Buffett, eight are certified gold, and nine are certified platinum or multiplatinum. In total, Buffett sold over 20 million albums.

Buffett also parlayed the "island escapism" life-style of his music into several business ventures, including Jimmy Buffett's Margaritaville restaurant chain, the now-defunct Cheeseburger in Paradise restaurant chain, and ventures in hotels, casinos, liquor, and retirement communities. Buffett was one of the world's richest musicians, with a net worth of \$1 billion. He was also a bestselling author. His devoted fan base, composed mostly of baby boomers, are known as "Parrotheads."

Buffett died on September 1, 2023, age 76, in his home in Sag Harbor, New York, due to complications from Merkel-cell carcinoma, a rare and aggressive skin cancer, with which he had been diagnosed four years earlier.

Early life - Buffett was born on December 25, 1946, in Pascagoula, Mississippi, and spent part of his childhood in Mobile and Fairhope, Alabama. He was the son of Mary Lorraine and James Delaney Buffett, Jr., who worked for the United States Army Corps of Engineers. He has two younger siblings, Laurie (born 1948) and Lucy (born 1953).

As a child, he was exposed to sailing; his grandfather, James Delaney Buffett, was a steamship captain from Newfoundland and his father was a marine engineer and sailor - these experiences later influenced his music. He was

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Fall is on our minds, it was a very hot summer, but we had some great events, car shows, and picnics were some of our highlights. Because of the Lincoln and [All American Collector](#) Car show at the end of July, we were able to get 9 new LCOC/North Star Region members and again we welcome them to our car club: they are JEFF & DENISE PALLUM, BROOKLYN PARK; DENNIS GORDIEN, NORTH ST PAUL; MIKE CONLEY, STILLWATER; TIM SPENCER, NEWPORT; DREW GODDARD, BUFFALO; ROB KING, BURNSVILLE; KEN and STACY MADDEN, BALDWIN; MIKE SPERRY, WEBSTER and CLARK HAGEMeyer,

HUDSON.

MAJOR CHANGE--- We will be having a driving tour and viewing fall leaf colors to **Cody's Classic Cars and World of Carz in Stanley, Wisconsin**, on Sunday, October 1. We will meet in Hudson, at McDonald's, the address is 2411 Crest View Dr, Hudson, at 9:45 a.m. and Leave Hudson at 10 a.m., planning to arrive in Stanley at 11:30 a.m. We will Tour Cody's Classic Cars, 307 N Broadway [St., from 11:30](#) a.m. till almost [1](#) p.m. We will be having lunch in Stanley, 1 p.m. to 2 p.m., Tour World of Carz Hobby Store, W10906 County Road N at [2](#) p.m. to [3](#) p.m. or longer, and then we will begin our leaf driving tour back home at [3](#) p.m.. Please RSVP to Bob Johnson by Thursday, September 28, [or](#) call 651-257-1715 or email arbor-bob41@aol.com; if plans change, you still can attend. This change is due to us getting new LCOC members, Jon and Lauren Cody, who are Classic Car Dealers, "Cody's Classic Cars" in Stanley, Wisconsin; they can help our members sell or buy our Classic cars, be it a Lincoln or another brand. They figured that they could make a living selling classics on consignment, so they launched Cody's Classic Cars in August of 2017, over six years ago. They have a store in Stanley that holds about 30 classic cars and another 50 classic cars that are online consignments for sale while in your possession. For more information, go to: www.codysclassiccars.com Our second stop will be at World of Carz, Stanley, the owners are Craig and Kelly Paul. This is the largest Hobby Store in the Area and has a large variety of model cars, trucks, memorabilia, signs, and all the car collector items you want in one place. They have everything in the car hobby; they have several large buildings. You have to see it to believe it. Go to their website: theworldofcarz.com.

Once again, we will be having our Annual North Star Region free lunch and auction at Morries Classic Car Collection is Sunday, October 15, 2023, **from 11 a.m. to 3 p.m.** Morries collection is at 2605 Wayzata Blvd, Long Lake. Seating for the lunch is limited to 80 persons, so please RSVP to Bob Johnson by Wednesday, October 4, with the 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 cars and lunch, you will still need to RSVP. Call Bob Johnson at 651.257.1715, email arborbob41@aol.com. We have pushed the start time out one hour to accommodate many members who are unable to attend because of church services at that time.

We did the right thing by rescheduling our Carlson Cheshire Park picnic for Sunday, August 27, 2023. Bob Roth's Road construction directions helped get 24 North Star old and new members to attend this picnic. The Carlson Cheshire Park is just the perfect place for us to hold this type of picnic. The weather was again just about perfect! Bruce Frieberg brought, friends Gene Rafferty and Kim Karsnia who drove a 1979 dark blue Mark V Collectors series Lincoln for us to enjoy. Gene is now our latest new member, who was welcomed by all of us at this picnic. We did have an unplanned mini-car show; 8 of the 15 cars were displayed for the first time, new member Rob King with a 1948 Packard Limo(he is in the process of buying a 1941 Lincoln coupe), new member Tim Spenser with a 1979 Mark V, new member Ken Madden with a 1997 Continental Sedan, John and Susan Ellingson with a 1955 Oldsmobile 88 convertible, Bob Roth with a 1986 Rolls Royce Cornish convertible, Winston Peterson with a 1931 Packard Boat tail, and Matt and Katie Foley with a 1939 LaSalle Sedan. Ken Madden did a video walk around for posting on Facebook on nine different cars that he commented on that enhancing the information about each posting. Members attending that were not already men-

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Board Of Directors - 2023 - 2024

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	068690@gmail.com	2023
Treasurer	Matt Foley			2025
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	2025
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2025
Director	Tina Zimpel	612-298-3632	tinajzim@gmail.com	2025
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2025
Director	Ernie Christensen	651-500-0179	ernobc@yahoo.com	2025

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

Lincoln vs Cadillac - Two of the best

(Continued from page 1)

The downside was that they were not particularly economical; 10-12 miles per gallon was about the best they could do. But, back in the day, gas was only about 20 cents per gallon, and most people who bought luxury vehicles at the time were not concerned too much about overall economy.

In addition to two articles that we are republishing from the internet, we have a third article about Lincoln's chief competitor, the Cadillac Fleetwood 60 Special series. The Fleetwood did sell fairly well in comparison to the Lincoln. It, too, was a large chrome, very distinctive in appearance. General Motors vehicles during this period of time were undergoing significant styling changes and the 1959 GM line would look much different from their 1958 models. The senior GM models, i.e., the Buick Roadmaster and Limited, the Oldsmobile 98 series, and the Cadillac, especially the Fleetwood series, were some of the most chrome-laden cars ever. I often think that GM purchased chrome in large 55 gallon drums and during the assembly process, slathered it on the car with trowels. On some models, there could have been more chrome on the car than paint. But, it, indeed, made a real fashion statement. And people did buy 1958 GM automobiles.

We have a nice story about a fellow and his 1958 Fleetwood 60 Special. This story originally appeared in Old Cars Weekly, a really fine publication that has been around forever and a day. It was written by Brian Earnest and was published in their October 27, 2020 issue. They kindly granted us permission to reprint in this issue of Northstar News. We thought it would be interesting to learn a little about what was one of our countries three finest automobiles. Cadillac, Imperial, and Lincoln reigned supreme until the European invasion of Audi, Mercedes-Benz, and BMW began. Until this happened, if you wanted the best car in the world, your choice was Cadillac, Lincoln, or Imperial.

And now on to the interesting part...

1958-1960 Lincoln Mark III, IV, and V Continentals - Bizarre or beautiful? Lincoln's all-new Mark III, IV and V Continentals upped the ante in luxury motoring by Mark McCourt and from the internet.

To some, the 1958 through 1960 Lincoln Mark III, IV, and V Continentals are under-appreciated middle children, straddling the line between the understated, classic 1956-'57 Continental Mark II and the Camelot-chic 1961 Continental; others consider them the redheaded stepchildren of the 1950s Lincoln line. Whatever your thoughts, there's no escaping these Continentals' advanced unit-body

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Northstar Monthly Board Meeting Minutes

September 7, 2023

BOARD OF DIRECTOR'S MEETING

The meeting was called to order at Lincoln of Bloomington by Regional Director Bob Johnson at 6:37 p.m.

Board members attending the meeting were Bob Johnson, Dave Hereen, Tina Zimple, Chris Struble, Matt Foley and Dave Gustafson. The Board members not present were Ernie Christensen, Jay White, Tom Brace, Bob Roth and Jeff Eisenberg. Visitors present were Mary Johnson and Ken Madden. The minutes of the previous meeting and the agenda of this meeting were approved.

Director Reports:

2023 Activities to be reviewed

Sunday, October 1st, 2023, driving tour to view Fall Leaf colors and visit Cody's Classic Cars in Stanley, Wisconsin. We will meet in Hudson, at McDonalds at 10 a.m.

Our Annual North Star free lunch and auction at Morries Classic Car Collection is Sunday, October 15, 2023, from 11 a.m. to 3 p.m. Seating for the lunch is limited to 80 persons, so please RSVP to Bob Johnson by Wednesday, October 4, 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 take in the cars and lunch, you will still need to RSVP. We have pushed the start time out one hour to accommodate many members who are unable to attend because of church services at that time.

It is time to do our November election for managers to the North Star board of directors for 2024. Each year in the fall, our Region is required to elect by blanket ballot one-third of our board of directors for 2024. North Star Board Managers up for reelection are Chris Struble, Jeff Eisenberg, and a replacement for Bill Holiday(deceased).

Effective August 1st, 2023. LCOC New Member Introductory Special Offer ---Valid August 1, 2023 through December 31, 2023 for one full year Membership for \$34, lowered from \$54. New forms are printed for handout at this meeting. The LCOC.org website is updated with this form for use.

Our August event We did the right thing by rescheduling our Carlson Cheshire Park picnic for Sunday, August 27, 2023. Bob Roth's Road construction directions helped get 24 North Star old and new members to attend this picnic. The Carlson Cheshire Park is just the perfect place for us to hold this type of picnic.

Jay White, Facebook now at <https://www.facebook.com/groups/846938523632060>. As of today Thursday 9/7/23 we have 82 likes on the new group. Ken Madden made suggestions to the Board on how he can support our Facebook group. Please use our correct Facebook page, which is North Star Lincoln Continental Car Club.

Treasurer: Matt Foley reports a balance of \$3,985.79 with all bills paid.

Membership and Publications: Dave G. 2023 North Star Region new Memberships for the past month were five in Wisconsin and nine in Minnesota mainly due to proceeds from our August Lincoln and American Collector Car Show. This event has again sparked interest in our club. WE NEED YOUR "My Pride & Joy articles.

Projects: Dave Gustafson has recreated a club cling and passed them out at the meeting. Ernie Christensen suggested doing a Club Window Cling. We have a LCOC Window cling for \$3.50

Meeting Adjourned at: 7:40 p.m.

Next Meeting to be held at -Lincoln of Bloomington, Thursday October 5th 2023 at 6:30 p.m.

Respectfully submitted by Chris Struble

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raised by Jesuits as a Catholic and was an altar boy.

In 1961, after seeing a folk music group perform in Biloxi, Mississippi, Buffett realized that he wanted to be a musician. His first performance was a month later at a hootenanny, where he played a Stella guitar.

Buffett attended St. Ignatius School, where he played the trombone in the school band. He graduated from McGill Institute in 1964.

Buffett enrolled at Auburn University and was taught how to play guitar by a Kappa Sigma fraternity brother to "garner attention from girls." Buffett failed out of Auburn after a year, in April 1966, "unable to balance his newfound interests in music and girls with his college classes." He continued college at Pearl River Community College and the University of Southern Mississippi in Hattiesburg, Mississippi, where he received a bachelor's degree in history in 1969. In college, he worked in a shipyard as an electrician and welder. He avoided serving in the Vietnam War due to a college deferment and a failed physical exam.

Music - After graduating in 1969, Buffett moved to New Orleans and often held street performances for tourists on Decatur Street and played for drunken crowds in the former Bayou Room nightclub on Bourbon Street. In 1970, he moved to Nash-

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The '58 Lincoln in detail..

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ville, Tennessee, to further his country music career. He did not have much luck with music jobs but got a job working as an editorial assistant for *Billboard*, where he was the first to report that the bluegrass duo Flatt and Scruggs had disbanded.

In the fall of 1971, after an impromptu audition, Buffett was hired by the *Exit/In*, a Nashville club, as the opening act for recording artist Dianne Davidson. Unhappy with the business climate in Nashville and with his first marriage heading for divorce, Buffett took up an offer by fellow country singer Jerry Jeff Walker, whom he had met while working as a journalist in Nashville, for lodging in his house in Coconut Grove.

In November 1971, they went to Key West on a busking expedition; Buffett liked it so much that he moved there in the spring of 1972. There, he got involved in the literary scene, meeting writers Thomas McGuane, who married Buffett's sister, Jim Harrison, Tom Corcoran, and Truman Capote; sex and drugs were plentiful. In 1973, Buffett signed a recording contract with ABC/Dunhill Records, then run by Don Gant. After the death of Jim Croce in a plane crash in September 1973, Dunhill promoted Buffett as a replacement.

Buffett's second release and his first release on ABC/Dunhill Records was *A White Sport Coat*

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design, massive stretch-out room, and distinctive styling. With prices on their forebears and followers rising by the day, now is the time to aim for middle ground and pick up a 1958-'60 Continental.



Pictured... 1958 Lincoln Continental

The Ford Motor Company's massive gamble on the 1958 Lincoln lineup resulted in a new plant, new body construction technique, new engine, new suspension design, and numerous other changes. In addition to the Mark III, IV, and V Continentals' four factory body styles, Lincoln offered two additional styles for 1959 and 1960: the Formal Sedan and Executive Limousine, both of which received new formal padded roofs and lavish interiors from Hess & Eisenhardt of Cincinnati, Ohio. Our feature car, belonging to Frank J. Monhart III of Bradenton, Florida, is a 1960 Formal Sedan in the standard Presidential Black finish.

ENGINES - "Hot rod Lincolns" were beloved by enthusiasts by the mid-1950s, and that reputation for speed stayed with the new Mark III Continental of 1958, which sported a 430-cu.in. V-8 with a 4.30 x 3.70-inch bore and stroke and a 10.5:1 compression ratio. With its Holley 4150 four-barrel carburetor and dual resonators and exhausts, the V-8 made 375hp at 4,800 RPM and 490 lbs. ft. of torque at 3,100 RPM; Mark IIIs were impressive performers, especially considering their nearly 2.5-ton weight, with Road & Track recording 0-60 MPH runs in 8.7 seconds and a 116 MPH top speed.

Power and performance aside, the Mark III's average of 10.5 MPG and best of 13 MPG were thirsty, even in the days of cheap gas; an effort to improve these figures came in 1959 when a half-point drop in compression ratio and the change to a Carter AFB-2853S carburetor lowered power ratings to 350hp and improved highway economy to 14 MPG. A genuine improvement came in 1960 when the new two-barrel Carter ABD-2965S carburetor brought the power ratings down to 315hp but bumped highway ratings to

16 MPG. This 430-cu.in. V-8 would continue in the Lincoln lineup through 1965, and it has earned its reputation for durability. Herb Scheffer, president of The Lincoln/Mercury Old Parts Store and a specialist in 1958-'60 Lincolns, explains: "Mechanically, this is a real 'stone crusher' engine. It's the same with the transmission--they will both continue to work, even when they're not in good shape. These engines have the same normal problems as those in other cars of the same age--sticking rings and valves development of sludge.

"Most all of the mechanical parts you'd need have been reproduced," Herb says. "The valves, pistons, rings, bearings, and gasket sets are still available, and you can get oversized pistons, and standard and plus-.010, plus-.020 bearings.

"A few people still re-grind camshafts. There are kits to rebuild the power steering pump, the fuel pump, and carburetors, and there are people who still redo rocker shafts and rebuild rocker arms. Other than today's Edelbrock carburetors, which resemble Carter AFBs, there are no replacement carburetors available today that work well with these engines."

Despite the general availability of parts, there are a few mechanical parts that will prove challenging or expensive to source, like the vacuum pump at the bottom of the oil pump, but Herb has been recreating some discontinued parts in small batches. When it comes to upgrades, he recommends installing a PerTronix ignition system ("They're very forgiving on older cars").



1958 Lincoln Continental Engine Bay

Although few performance upgrades are available for the 430 V-8s, Herb has installed some ultra-rare 1958 "Super Marauder" triple two-barrel carburetor sets, along with the hi-po AC fuel pump he's recreated; the pairing bumps horsepower to 400 at 4,600 RPM. Herb notes,

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More on the 1958 Continental...

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and a Pink Crustacean, recorded at Tompall Glaser's studio on Music Row and released in June 1973. The album featured the hit singles "Grapefruit—Juicy Fruit" and "Why Don't We Get Drunk" as well as "I Have Found Me a Home", written about his experiences in Key West.

In 1975, Buffett formed the Coral Reefer Band. Buffett credits his future wife for cleaning up their look, replacing their ripped Levi jeans and collarless shirts. The band was the opening act for the Eagles in August 1975.

Havana Daydreamin', produced by Don Gant, was released in January 1976. In January 1977, he released Changes in Latitudes, Changes in Attitudes, which, in addition to the title track, featured his breakthrough hit song "Margaritaville." Buffett claims that he wrote most of the song in six minutes. Ironically, while it attempts to negatively portray tourists in Key West, it led to an increase in tourism to the city.

In 1983, Buffett filed and won a lawsuit against Chi-Chi's for attempting to trademark "Margaritaville" as a drink special.

In October 1985, he released the compilation album Songs You Know By Heart, which included all of the "Big Eight" songs and was his best-selling album, selling over 7 million copies by 2005.

In 1994, Buffett dueted with Frank Sinatra on a cover of "Mack the Knife" on Sinatra's final studio album, Duets II.

By 1999, Buffett had
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"This setup was only available through the dealer for both Mercurys and Lincolns, and the Lincoln air cleaner was slightly different from the Mercury version--I've made a replacement."

SUSPENSION - A departure from the norm in 1958, the Mark III Continental's suspension design was intended to incorporate airbags, which didn't end up making production; it was composed of short and long arms, an anti-roll bar, tubular shocks, and coil springs in front and trailing arms with a tracking bar, tubular shocks, coil springs and two compression bumpers in the rear. The rear suspension was redesigned in 1960, replacing the coil springs with parallel leaf springs.

Virtually everything for the suspension is available, and new bushing kits can be mated with used springs, control arms, trailing arms, and tracking bars; the leaf spring pads between the leaf springs and the rear axle for 1960 Mark Vs are difficult to locate.

BRAKES - Lincoln followed the industry trend toward smaller wheel sizes in 1958, reducing the previous 15-inch wheels to a 14-inch diameter. This change necessitated smaller 11-inch drum brakes all around. To compensate for the change, the shoes were made wider: three inches wide in 1958-'59. In 1960, the drums expanded to 1-11/16 inches in diameter. A change in the design of the Bendix Treadle Vac booster in 1958 meant corresponding part changes.

Their unusual size meant that the Lincoln brakes were unique in the Ford family of products, and while this may cause confusion for some Ford parts suppliers, those in the know say that new shoes and hoses can be sourced, along with used but serviceable drums.



The 1958 Continental Dashboard, a bit busy looking, but it is all there.

UNIBODY - There were four versions of the 229-inch-long "Continental Uni-Frame Body" for 1958, and these bodies--pillared Sedan, pillarless Landau, pillarless Coupe, and

Convertible--were assembled from stampings provided by the Budd Company. Improvements in body construction, numerous small styling changes, and a two-inch reduction in overall length arrived for 1959, the year that the aforementioned two special-order body styles joined the Mark IV Continental line, both sharing the standard Lincoln 131-inch wheelbase. Further small styling changes occurred for 1960, a year that even the hood and trunk lid were unique.

This year-to-year uniqueness hurts interchangeability, as sheet metal, bumpers, grilles, and bright trim are specific to each series of Mark, but the fact that most of the Continental's body panels and bumpers were shared with other Lincolns makes sourcing donor sheet metal easier.

The Continental's massive complexity for its day meant that many cars were taken off the road when it wasn't cost-effective to keep them running. If rust became an issue, it was among the biggest: "The unibody has three or four composite layers making up the rocker panels, which give it strength in lieu of a frame. The unibodies have subframe assemblies front and rear, and these attach to the box sections," Herb recalls. "If the doors sag or bind, this shows the potential for major problems, and I always tell people that if they see corrosion on the rockers, they should cut in and find out how extensive it is. If the rust has gone too far, it's a monumental job to repair because you have to make sure the body is true before you start cutting."

Herb has repaired and restored 1958-'60 Lincoln unibodies and cautions that it's a chore. "I've used rectangular thick wall tubing to rebuild rocker sections before, and the last unibody rebuild I did some years ago cost along the lines of \$10,000 to \$12,000."

Other spots to check for corrosion on the Lincoln Continental unibody are ahead of and behind the rear wheels in the quarter panels, in the lower front quarter panels, and behind the headlamps, where debris from the wheels collects, trapping moisture. While the 1958-'59 hoods and trunk lids seem to fare well, those made in 1960 tend to rust out at the lip because of poor drainage.

Chris Dunn, president of Lincoln Land, says that although reproduction quarter panels aren't made for this generation of Continentals, hope is not lost. "We have good sources for dry used sheet metal, and we can generally help people locate what they need."

The Continental Convertibles have their own set of body and top issues. Herb notes that if rust has started under the carpet, it's often in

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Continental continued...

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shifted to a more relaxed concert schedule of around 20-30 dates per year, with infrequent back-to-back nights, preferring to play only on Tuesdays, Thursdays, and Saturdays. This schedule provided the title of his 1999 live album.

In 2003, he partnered in a partial duet with Alan Jackson for the song "It's Five O'Clock Somewhere," which spent a then-record eight weeks atop the Hot Country Songs charts. This song won the 2003 Country Music Association Award for Vocal Event of the Year, Buffett's first award in his 30-year recording career.

Buffett's album *License to Chill*, released on July 13, 2004, sold 238,500 copies in its first week of release according to Nielsen Soundscan. With the album, Buffett topped the U.S. pop albums chart for the first time in his career.

In 2010, he was named the tenth biggest touring artist of the decade, with 4.5 million ticket sales over the previous 10 years.

In August 2013, Buffett released *Songs from St. Somewhere*; many of the songs were recorded at Eden Rock, St Barths.

In 2020, Buffett released *Songs You Don't Know by Heart*, a curated collection of his lesser-known songs re-recorded on his collection of notable guitars.

He was due to release his 30th studio album, *Equal Strain on All Parts*, in late 2023. Buffett got the idea for the album title from his grandfather's description of a nap. It was eventually given a release

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the left rear and right front floors. The complex, fully automatic top, which incorporates a power-retracting reverse-slant rear window like the Sedan, Landau, and Coupe, can weaken and become loose with age, with damaging results. According to Herb, "The scissor mechanism located above the driver's head, which supports the center top bow in the side rail, can fold inward instead of up and away, bending the frame and worse. You can avoid this by pushing up against the top crossbow directly above you after the windshield clamps unlock and keeping a steady pressure on the bow until it has hinged upward, away from the frame." Replacement bushings, hinges, and top cylinders are available, as is new top material.



Shown... Right front door panel, massive in size. It contains two window motors and other hardware.

INTERIOR - Because the Mark III, IV, and V were Lincoln's flagships, they came nicely equipped with features like a six-way power seat, tinted glass, power side, vent and rear windows, and a Travel Tuner radio. Desirable options included air conditioning, an automatic headlamp dimmer, power door locks, Directed Power differential, and leather upholstery, which was standard on Convertibles. These options were all standard equipment on the exclusive Town Car and Executive Limousine, although their rear compartments were upholstered in gray wool broadcloth; the Limousine featured a power-retracting glass partition to separate the chauffeur from the chauffeured.

The complexity of the Continentals' systems manifested itself in the heating, ventilation and air conditioning controls. While they appear very simple, working with one dial and one button, they hide multiple vacuum controls. "We've remanufactured the 1960 control head diaphragms for the vacuum-controlled heater-air conditioner units, because 90 percent of them don't function," Herb says.

The 1958-'59 anodized gold "television

screen" instrument cluster, which incorporated the gauges, warning lamps, HVAC controls, and radio, was redesigned for 1960 when four hooded pods raised the gauges and HVAC controls into the driver's line of sight; these gauge faces are reproduced.

While weather stripping and body rubber are being reproduced in small batches, and vacuum-operated windshield wiper motors can be rebuilt by specialists, the cars' multiple windows can be an issue, says Herb. "Power window motors are available used and rebuilt, and you can only buy window gears used at this point. Plate glass for side windows is still sold, but nobody seems to be reproducing windshields, and I'm not sure if they ever will again. These are fairly limited-production and limited-interest cars, so it's not financially feasible."

RESTORATION PARTS - Herb notes the challenge in making Continental restoration parts available: "You won't find a lot of parts that interchange between 1958 and 1960. I have 40 to 50 vendors to make up the parts that we sell for these cars. Sometimes, we have to do 'will fits,' which means we offer good parts that are virtually identical to stock, so instead of reinventing the wheel, we can offer these parts for reasonable prices.

"Some other parts are put together as needed: Rubber parts are done one at a time. They may not be perfect-fitting because they aren't made in quantities to make that feasible. We may get runs of 10 parts made at a time versus the 10,000 parts made at a time for a Mustang or Chevy. These parts can also be pricey, but there are no other choices."

Parts and restoration specialists and the experts in the Lincoln & Continental Owners Club are a Mark owner's best resource. Karen Williams of Classique Cars Unlimited sums up the main challenge of restoring a Continental: "Parts are scarce, and while the value of these cars will increase as they become rarer, few items are reproduced due to the expense of doing so, and reproduction items for these years Lincolns may dry up. So, if these cars are your love, gather the parts while you can and stash them away for when you are ready to start restoring it. Even if you find later that you cannot restore your car, the parts are like money in the bank, and maybe you'll get a better return."

While the Mark III, IV, and V Continentals aren't widely supported in the restoration aftermarket, their rarity, and undeniable style makes them stand out from the crowd, a trade-off many enthusiasts are willing to accept.

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One man's journey in his '58 Continental

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date of November 3, 2023.

Buffett performed his final full concert at Snapdragon Stadium in San Diego on May 6, 2023. He made two further concert appearances, as an unannounced guest at concerts by Coral Reefer Band members, in Amagansett, New York, on June 11 and in Portsmouth, Rhode Island, on July 2, his final live performance before his death.

Musical style - Buffett's music combined country, rock, folk, calypso, and pop music with coastal as well as tropical lyrical themes for a sound sometimes called "gulf and western" or tropical rock.

Buffett called his music "drunken Caribbean rock 'n' roll." "It's pure escapism is all it is...I'm not the first one to do it, nor shall I probably be the last. But I think it's really a part of the human condition that you've got to have some fun. You've got to get away from whatever you do to make a living or other parts of life that stress you out. I try to make it at least 50/50 fun to work and so far it's worked out." -Jimmy Buffett.

In 1989, a music critic in *The Washington Post* described Buffett's music as a combination of "tropical languor with country funkiness into what some [have] called the Key West sound, or Gulf-and-western." The name "Gulf-and-western" derives from elements in Buffett's early music including musical influence from country, along with lyrical themes from the coast of the Gulf of Mexico. It is a play on the form of "Country & Western" and

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My Life, My '58 Lincoln - Bill Bonnell, 55, designer, Greenwich, CT, tells us about his 1958 Lincoln Continental Mark III convertible. Written January 2004, from the internet.



Above... The massive 1958 Lincoln Continental Convertible. One of the largest Lincolns ever manufactured. This car really made a statement.

"I've read four car magazines a month for the last 45 years, so I know almost everything about every car made in America between 1952 and 1971. I've owned a few as well -- about a dozen, all of them from the 50's and 60's, which I consider the heyday of car design in America.

When I buy a car, it's purely because of its design. In terms of looks, my 1958 Lincoln Continental was one of the most extreme cars of its time, and even today some people find it bizarre. But to me it's beautiful, a work of art with wheels.



A scene from *North by Northwest*, showing Cary Grant speaking with Eva Marie Saint. An Alfred Hitchcock film. Eva Marie is behind the wheel of a 1958 Lincoln Continental.

The Lincoln is a piece of sculpture. When I look at it from any angle, it holds together. But the most striking thing is its scale. Ford wanted to compete with Cadillac, so it's a behemoth, just over 19 feet long and about 5,500 pounds. Ford radically restyled its cars that year, and the Lincoln looked like nothing before or since. It was a shot in the dark. The headlights flare up out of nowhere; I don't think anyone canted the headlights like that before. The rear window

slants inward and can go up or down, even when the vinyl top is up, and there are big gouges by the front and rear fenders. Cars back then were designed as clay mockups, and you can tell someone had fun shaping this one.

Ford made only about 2,000 of these convertibles; you could live the rest of your life and never see one on the road. You have seen the car if you've watched "North By Northwest." Eva Marie Saint drives a white one just like mine in a couple of scenes. She peels out of the Mount Rushmore parking lot and then pulls into a fake forest on a soundstage for a rendezvous with Cary Grant.

I was a car-crazy 10-year-old when the 1958 Lincoln Continental came out. Growing up in Homewood, Ill., I was known as the kid in school who doodled cars everywhere. My dad sold insurance, and the local Lincoln-Mercury dealer was one of his customers. One day I begged him to take me with him on a sales call because I wanted to see the new Lincoln. Even then, I liked the way it looked. Dad never bought a Lincoln; he couldn't afford one. This was back when the notion was that you'd work your way up a car company over the years; you'd start out at Ford, segue to Mercury and end up at Lincoln. Dad never made it past Ford.



Right rear side detail, 1958 Lincoln Continental

I got a degree in industrial design and hoped to work in Detroit as a car designer. Recently there's been a renaissance in car design, but back in the 1970's, all the cars were so ugly that I couldn't imagine contributing to that. So I went into graphic design. Now, instead of designing beautiful cars, I collect them.

I got the Lincoln four years ago, when I was in Florida visiting my father. I saw an ad for it in the local paper. Fully restored, this was the nicest one I'd seen for sale. The owner was asking \$17,000. I took it for a test drive around the Tampa airport. The steering in old cars is quirky; there's a delay between the act of turning the wheel and the car actually moving in that direc-

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Gulf+Western is the former parent company of Paramount Pictures.

In 2020, *The Associated Press* described Buffett's sound as a "special Gulf Coast blend of country, pop, folk and rock, topped by Buffett's swaying voice. Few can mix steel pans, trombones and pedal steel guitar so effortlessly."

Parrot Head or parrot-head is a commonly used nickname for Buffett fans, with "parakeets" or "keets" used for younger fans or children of Parrotheads. At a 1985 Jimmy Buffett concert at the Timberwolf Amphitheater at Kings Island in Mason, Ohio, Buffett commented about everyone wearing Hawaiian shirts and parrot hats and how they kept coming back to see his shows, just like Deadheads. Timothy B. Schmit, then a member of the Coral Reefer Band, coined the term "Parrot Head" to describe them.

Soundtracks - Buffett wrote the soundtrack for, co-produced, and played a role in, the 2006 film *Hoot*, directed by Wil Shriner and based on the book by Carl Hiaasen, which focused on issues important to Buffett, such as conservation. The film was not a critical or commercial success.

Among his other film music credits are the theme song to the short-lived 1993 CBS television series *Johnny Bago*; "Turning Around" for the 1985 film *Summer Rental* starring John Candy; "I Don't Know (Spicoli's Theme)" for the 1982 film *Fast Times at Ridgemont High*; "Hello, Texas" for the 1980 John Travolta film *Urban Cowboy*; and "If I'm

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More Continental.

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tion. Once you're used to it, you can build in the delay.

People say to me, "I can't believe anyone drove a car that size." I guarantee that in 15 years people will look back at the Lincoln Navigator S.U.V. and say, "I can't believe people ever drove cars that size."

Car collecting doesn't dominate my life -- I'm not an addict, just a casual user. My garage only has room for one old car, so if I buy a car, I have to sell a car. I like to peruse eBay Motors, which is sort of like porn for car lovers. I've actually bid on a few, but I don't know what I'd do if I ever got one. I'd like to keep the Lincoln for a while."

A little About The Continental

BASE PRICE -- In 1958, the two-door Mark III convertible cost \$6,223. The last Continental made, the four-door 2002 model, was \$38,755.

NUMBERS PRODUCED -- Ford made 12,550 Lincoln Continental Mark III's in the 1958 model year; 6,927 Continentals were made for 2002.

COMPETITION -- In 1958, other luxury convertibles included the swoopy Cadillac Eldorado and the relatively restrained Chrysler Imperial.

THE COMPANY -- The Ford Motor Company bought the Lincoln Motor Company in 1922 to add a luxury counterpoint to Ford's nuts-and-bolts Model T. Edsel Ford created the company's first design department in 1938 and asked its head designer, Eugene Gregorie, for a car as continental as the ones he had seen in Europe. The 1939 Lincoln Continental received great acclaim. In 1955 Lincoln introduced the Mark series. In 2002 Ford retired the Continental name -- at least temporarily -- after a decline in sales.



CELEBRITY CACHET -- Continental owners over the years included Elvis Presley, Duke Ellington, the Shah of Iran and Frank Lloyd Wright, who called his 1940 model the most beautiful car ever made.

BIG-SCREEN APPEARANCES -- A white Continental appeared in "North by Northwest," but black ones starred in two other films: Sonny Corleone is shot to death in a 1946 coupe in "The Godfather," and the gang destroys a 1964 sedan in "Animal House."

Cadillac 60 Special

The 1958 Cadillac Sixty Special Fleetwood... From the Car of the Week column in *Old Cars Weekly*, written by Brian Earnest, and first appeared in the October 27, 2020 issue.



This 1958 Cadillac Fleetwood 60 Special belongs to Jody Feiertag. Not a Lincoln, but an equally fine car.

Jody Feiertag probably wouldn't recommend acquiring a collector car in the same way he landed his fabulous 1958 Cadillac Sixty Special Fleetwood. But he certainly hit a home run when he tried it.

"I got it from the original owner in St. Paul [Minn.]. My mom lives over there where I grew up and I used to drive by this house, and all I saw was the front bumper sticking out of the garage," laughs Feiertag, a resident of Chetek, Wis. "He'd have his garage door open and it was buried in junk. All you saw was the front of the car sticking out. I'd stop in there occasionally and see if he'd want to sell and it, and it was 'No, no ...' He was in his 80s and he didn't even remember what model it was!"

The car's show-stopping appearance make it easy to identify, along with the Sixty Special script on the huge tail fins.

Feiertag wasn't deterred, however, and he kept inquiring about the car, even though he didn't know for sure what it was. He didn't even know the year, but he had his heart set on a big 1950s Cadillac and figured the car in the cluttered garage was eventually going to need a new home.

"I had a '60 Cadillac. I think that was the only one I had at the time, and I wanted something from the '50s. So finally he decided to sell it and he unburied it. There was stuff in, on it, under it — everything. I had a flatbed and we pulled it out ... the car just kept coming and coming and coming. I didn't even know what model the car was until I saw the 'Sixty Special' and ribbed chrome. No matter what, I was on the hook and I was gonna buy it. He said it was in good shape and had been parked for 20-some years, and I took it at that."

That was 25-plus years ago, according to

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Cadillac Fleetwood 60 Special continued...

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Gonna Eat Somebody (It Might As Well Be You)" for the animated film FernGully: The Last Rainforest, which was sung in the film by rap artist Tone Loc.

Cameo appearances - Buffett made cameo appearances in Repo Man, Hook, Cobb, Hoot, Congo, and From the Earth to the Moon. He also made cameo appearances as himself in Rancho Deluxe (for which he also wrote the music) and in FM.

Buffett appeared on the Sesame Street special, Elmo-palooza, singing "Caribbean Amphibian" with the popular Muppet, Kermit the Frog.

Buffett portrayed helicopter pilot Frank Bama in seven episodes of the 2010 reboot of Hawaii Five-o, in 2011, April 2013, March 2015, January 2017, March 2018, May 2019, and March 2020.

Buffett made a cameo in the 2015 film Jurassic World, where he is seen holding two margaritas while the dinosaurs are set loose in the park.

In 2017, Buffett was the musical guest on the NCIS: New Orleans episode "Rogue Nation", playing the song "I Will Play for Gumbo" in Dwayne Pride's (Scott Bakula) newly rebuilt bar. In 2019, Buffett had an extended cameo playing himself in the Harmony Korine film The Beach Bum.

Restaurants - In 1984, he and a friend opened a T-shirt shop in Gulf Shores, Alabama. After it failed in 1985, they tried again in Key West, expanding it to what became Jimmy Buffett's Margaritaville in

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Feiertag, and he still has the car it has turned into far more than he could have hoped for. In the ensuing quarter century, Jody and his wife Terri have racked up big miles on the massive four-door hardtop and the car is showing no signs of slowing down. The Cadillac is doing its best to make up for lost time. According to the seller, the Fleetwood had been sitting for at least 20 years in the small 1 ½-stall garage. "His last trip was to New York with it, and he parked it after that. It was like '74 or something like that. They never drove it again after that," Feiertag said.

The original 365-cid V-8 has propelled the big four-door hardtop through more than 100,000 miles and shows no signs of slowing down.

Amazingly, Feiertag said he got the Cadillac running under its own power the same day he bought it. "It came out and it looked good and the interior looked good. And that night I had it running and driving, with a gas can on the hood dripping into the carburetor! No brakes, but I went around the block with it [laughs].

"It's just driver quality, that's what I want. I don't want to rope it off and worry about stuff. The rock chips on the hood, that's kind of a badge of honor, because we drive it a lot," Feiertag adds proudly. "Iola week, we'll put 1,500, 2,000 miles on it, just around the state. We'll bansai four or five days before and go aimlessly and just drive... It's got a little over 100,000 miles on it. I had to have the speedometer replaced. I found a whole new instrument cluster. The speedometer went bad and I had that swapped out and this one shows 60s-some thousand, but it has a little over 100,000 miles on it."

BILL MITCHELL'S BABY - If ever there was ever a car that was tailor made for the 1950s — especially the late '50s — it was the Sixty Special from Cadillac. The glorious fins, rivers of chrome and no-holds-barred styling that blossomed in the second half of the '50s all seemed to be part of the natural evolution of the Sixty Special, a tag that Cadillac had used on some of its most opulent vehicles since the model first bowed in 1938.

The Series Sixty Special was designer Bill Mitchell's first chance to make a splash and a name for himself under the watchful eyes of Harley Earl. His plan was to launch a car unlike anything seen before in company showrooms, with a styling devoid of running boards, the use of headlamps mounted into the fenders, and a sleeker trunk arrangement that changed a lot of other designers' thinking in the years to come.

Jody Feiertag has enjoyed many happy miles behind the wheel of his '58 Sixty Special after rescuing the car from a long slumber in a Minnesota garage. The car has since been repainted and freshened up, but remains in stock condition and has proven itself to still be a luxurious and reliable cruiser with enduring appeal.

The blueprint for a four-door hardtop was still new to Cadillac in '58. The company had debuted its first pillarless four-door in 1956 with the Sedan DeVille. The following year, in 1957, Cadillac unveiled a sweeping restyling of its lineup and used the four-door hardtop design on its Sixty Special, which was one step down on the company hierarchy from the super-exclusive Eldorado Brougham.

The Sixty Special was always fancy, but it was especially distinctive and rich-looking for '58. Even through the model had been part of the big design changes for '57, it got some major tweaks for '58. Huge "Dagmars" were anchored in the oval grille below the quad headlights — a headlight arrangement that had been taken from the Eldorado Brougham. A large, calling card anodized aluminum panel that runs from the rear door to the rear bumper below the beltline. The styling them continues onto the tail, with a similar molding across the deck lid. Quad tail lights are surrounded in chrome and located beneath the towering, shark fins that rise up and make the car recognizable from several blocks away. Sixty Special script appeared on the sides of the tailfins and a Fleetwood script nameplate adorned the rear deck lid.

The Sixty Special's cavernous interior abounds with amenities and luxury appointments in front and back, with plush seats, handsome cloth and leather two-tone upholstery and loads of brightwork on the dash. Power steering, power brakes, power windows — including the vent windows — and factory air conditioning make for a sophisticated package that was unsurpassed in American cars during the car's heyday.

The body-on-frame construction used Cadillac's sturdy tubular-center "X" frame, which helped the car keep a lower center of gravity. The rear of the body was U-shaped, which made for a cavernous trunk. Rubber suspension bushings kept road noise and chatter down, making an already luxurious interior even more peaceful and inviting.

The 4,930-lb. Sixty-Special rode on a 133-inch wheelbase chassis — 3.5 inches longer than the DeVille and Series Sixty-Two offerings. The big hardtop measured a whopping 225 inches from tip to tip and 80 inches across. The front suspension used the traditional upper and lower control arms with spherical joints, and helical

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Welcome Wagon

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1987. The chain opened restaurants under the Margaritaville and LandShark Bar & Grill names in locations including Atlantic City, New Orleans, Nashville, Turks and Caicos, Las Vegas, Jamaica, Orlando, Baltimore, and the Cayman Islands. The Margaritaville cafe on the Las Vegas strip was possibly the highest-grossing restaurant in the U.S.

Record labels - In 1992, he launched Margaritaville Records, with distribution through MCA Records. His MCA record deal ended in 1996. In 1999, he started Mailboat Records to release live albums.

Beer - Buffett sought and received a concert sponsorship from Corona; the partnership was credited for increasing sales of the brand. After deciding that he wanted his own beer brand, in 2006, he partnered with Anheuser-Busch to brew Land Shark Lager, now one of the Anheuser-Busch brands.

Berkshire Hathaway - In the 1980s, Buffett became friends with Warren Buffett and a shareholder in Berkshire Hathaway, increasing his stake over the years. They called each other "Cousin Jimmy" and "Uncle Warren" though they are not related.

Environmental conservation - In 1981, the Save the Manatee Club, a 501(c)(3) organization, was founded by Buffett and former Florida governor Bob Graham. In 1986, Buffett began work to introduce the "Save the Manatee" license plate, featuring an image of a West Indian manatee, with proceeds going to the Save

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By Francis Kalvoda, Willmar, Minnesota

Some of you have already met our next new members, **Ken and Stacy Madden**, 1673 Red-head Avenue, Baldwin, WI 54002, 612-998-9468, maddkstudio@gmail.com. You may have met Ken at car events, a North Star board meeting, or virtually, as I did, on our **North Star Lincoln Continental Car Club** Facebook page.



Above: Ken with his late father, Eddie Madden with one of Ken's art creations. Pictures do not do his art work justice. You really need to be up close to fully grasp the quality of his work.

You MUST check out the maddkstudio.com site to see some of Ken's art and creations and possibly have a graphic or portrait created for your enjoyment. Cars, art, and family have been lifelong vital factors for Ken. He always admired the black 1997 Lincoln Town Car ever since his parents, Eddie and Kathy Madden, bought it new. Ken and Stacy continue to enjoy and care for the 'Black Cloud'.



Background - Ken's sister Kathleen with the 2007 Town Car. Foreground - Ken with the 1997 Town Car, the Black Cloud.

Ken's painting of Black Cloud is enjoyed by his mother at her home in Arizona. Similarly, Eddie and Kathy Madden's ivory 2007 Lincoln, 'Pearl,' is being enjoyed and cared for by Ken's sister, Kathleen. And now a few words from

Ken: *I'm originally from the Boston area and moved out to MN to attend Minneapolis College of Art and Design, from which I graduated in 1992 with a degree in product/industrial design. I've been a car guy since nine months old (1969) when Mom and Dad threw me in the back of our 1969 Chrysler Town and Country with my four brothers and sisters to go on an epic road trip for two months. Seven of us in a wagon...can you imagine? LOL... in 1971, '72, and '73, we drove from Boston to Alaska every summer for the Fairbanks summer arts festival. My father was the director. So, as you can see, large and in-charge cars are ingrained in my DNA!*



Ken's mom and his late father at their Arizona home checking out the beautiful rendering of the black 1997 Town Car.

Fast forward to my 1997 Town Car; I call it "the Black Cloud". My father bought it when he retired from teaching in 1997. It spent most of its time being used in Arizona, where they spent the winters, so there is zero rust on the car. In 2015, Dad called me and asked, "Do you still want that old Lincoln?" Well, he knew the answer because I'd been hounding him about that car for the duration of his ownership! My wife, Stacy, even bought a front plate that said "Mafia Staff Car." He replaced the '97 with an ivory 2007 Town Car Signature Series, which he and my mom used until he sadly passed at 91 on October 19th, 2022. But in a streak of genius, he gave the other Lincoln to my sister, Kathleen, so it's still in the family!

Once a year, Stacy and I drive the "Black Cloud" to see my mom in Fountain Hills, AZ. Last May 2023, my sister and I drove both cars to the desert at sunset for what I call the "Ebony and Ivory" shoot.

My work is all in the creative space. As an artist, creating realistic portraits of special cars is

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More Bob Johnson...

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the Manatee Club. In 1987, Buffett lobbied for the reauthorization of the Endangered Species Act of 1973.

Personal life - Buffett married Margie Washichek in 1969; they divorced in 1972. Buffett met his second wife, Jane (née Slagsvol), then a student from the University of South Carolina, at the Chart Room bar while she was visiting Key West on spring break; she never went back to school. They were married in 1977 in Aspen, where the Eagles, for whom Buffett was the opening act in 1975, played at the wedding. They had two daughters: radio personality Savannah Buffett (born 1979) and filmmaker Sarah Delaney (born 1992), and an adopted son, Cameron Marley (born 1994). They split in the early 1980s due to their partying lifestyle but reconciled in 1991 after she got sober.

Buffett resided in a waterfront estate in Sag Harbor, New York. In September 1998, he sold his properties in Key West for \$900,000. In 2010, he sold his house in Palm Beach, Florida, to Jon Stryker for \$18.5 million; he had bought the house in 1994 for \$4.4 million. In 2013, he purchased another house in Palm Beach, with 3,100 square feet, for \$1.3 million. [143] In April 2014, he bought a 4,322 square foot house in Beverly Hills, California for \$8.25 million. [144] In 2020, he sold a 4,783-square-foot house in Palm Beach for \$6.9 million; he paid \$4.95 million for it in 2011.

Buffett was an avid pilot and owned a Dassault Falcon 900 jet that he often

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tioned were Kathryn Holaday, Tina Zimpel, Al Longley, Chris Struble, Dave and Tammy Heeren, Brad and Joanie Videen, and Bob and Mary Johnson. I really enjoyed this day at Carlson Cheshire Park, everyone was able to meet and greet new and old members and just enjoy the day visiting amongst ourselves; that is what our fellowship is all about. Again, we thank Bob Roth for suggesting and coordinating this event. I feel that we will plan this picnic again in 2024.

It is time to do our November election for managers to the North Star board of directors for 2024. Please consider being a candidate; we need persons who care about our club and are involved in getting activities scheduled 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 2024. North Star Board Managers up for reelection are Chris Struble, and Jeff Eisenberg. 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 Monday, October 2, 2023, email is 068690@gmail.com. or mail to 3658 Therese St., Wayzata, Minnesota 55391, with the election in November.

ATTENTION: For the rest of 2023 only, we have a reduced LCOC New Membership rate of \$34.00 for August 1, 2023, to December 31, 2023. 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 who love Lin-

colns? 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. Please help us get new members; we know there are people that would join our club, but they don't know that we even exist, it is up to us to find them. This change must have helped recruiting because our LCOC membership was a positive 18 for August, that is the first for this year.

Ken Madden, one of our new members, has been working with Jay White to clean up our Facebook problems and try to make it much easier for our members to access and post original and current material. Facebook presents some wonderful opportunities for us to get the work out to a slightly different type of audience. Success will not come overnight, but by keeping the content interesting and current we may be able to pull in some new people that might not have even been aware of our existence. Be patient and work with us on this project. We are all learning. . Please use our correct Facebook group which still is **North Star Lincoln Continental Car Club**. The corrected new Facebook group now has 92 members, be sure to join.

Do we as a region within the LCOC, want to do a Mid-America National Meet again? It was 2018 since our last meet here, It is a lot of work, so would you volunteer to chair on of the major functions? Please contact me or one of our board members with your thoughts.

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

Bob and Mary Johnson



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.

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used while on concert tours and during his travels. At various points, he also owned a Boeing Stearman, Cessna Citation, Lake Amphibian, Pilatus PC-12, and Grumman Albatross.

In 2015, Buffett spoke at the University of Miami's graduation ceremony and received an honorary doctorate in music.

Wearing flip flops and aviator sunglasses, he told graduates, from a line in his song "The Pascagoula Run," that "it's time to see the world, time to kiss a girl, and time to cross the wild meridian."

By 2017, Buffett's diet did not include sugar or carbohydrates, except on Sundays, and he no longer smoked marijuana.

In 2015, Buffett's hometown of Pascagoula, Mississippi, named a bridge after him in his honor, Buffett Bridge.

Illness and death - In May 2023, Buffett was hospitalized to "address some issues that needed immediate attention" and rescheduled tour dates. In late August, he entered hospice care and had a final meeting with family and friends, in which his last words to his sister were, "have fun." Buffett died on September 1, 2023, age 76, at his home in Sag Harbor, New York, due to complications from Merkel-cell carcinoma, a rare and aggressive skin cancer, with which he had been diagnosed four years earlier. He was surrounded by his family, friends, music, and dogs at the time of his death.

From the internet...

More Welcome Wagon

(Continued from page 12)

a passion. My website is maddkstudio.com if you want to see what I've created. In 2014, with three other friends, we founded Ciro3d.com, a motorcycle parts and accessories design and manufacturing business that we have successfully grown over the last 9 years.



Lincolns at Sunset. What could be better to rest your eyes on at the end of the day. Two Town Cars in absolutely perfect condition taking in the last rays of the sun in the Arizona desert. Only an artist like Ken could produce and image like this.

I joined the North Star LCOC Club in August and have had a wonderful time with the members. Everyone has been so welcoming. My car is very special to me, but compared to so many of the other cars other members have, I am humbled. The Lincoln brand, to me really exemplifies all that is great about the USA and is always at the peak of design and innovation. My favorite Lincoln is the 1956-'57 Continental Mark II.

I look forward to meeting as many fellow Lincoln and classic car enthusiasts and being of assistance to the North Star Club the best way I can.

With new enthusiastic members, our club keeps going and growing. I am looking forward to next month to introduce more of our new members. Until then, spend some windshield time enjoying your vehicles.

More 60 Special...

(Continued from page 11)

coil springs. The back featured Cadillac's four-link drive with lower control affixed to frame outriggers and helical coil springs. Four-wheel power-assisted drum brakes and power steering were standard equipment.

Feiertag says the interior of the '58 Sixty Special is "like driving your living room" and indeed it appears there is ample space for a Persian rug, a couple of floor lamps and an ottoman or two. The Mojave or broadcloth upholstery was available in three different varieties. The cars were equipped with power windows and power front seat; rearview mirrors on both sides with a remote control for the driver's side; front and rear center folding arm rests; and courtesy lighting. Air conditioning was optional, as were power door locks and air suspension.

All the 1958 Cadillacs used the 16-valve 365-cid/310-hp V-8 with cast-iron heads and block. It was mated to GM's Hydra-Matic Drive four-speed automatic and drank through a Carter AFB 2862S 4-bbl downdraft carburetor. A 335-hp tri-power setup used in the Eldorado Brougham was optional. Other options included the Autronic Eye headlight dimmer; Sabre Spoke aluminum wheels; remote control trunk lease; and whitewall tires.

Cadillac sold 24,000 of the Fleetwood Sixty Specials in 1957 at a base price of \$5,539. A year later, the sticker price grew to \$6,232 without add-ons, and production of the big hardtop fell to 12,900.

The Fleetwoods were considered "hand-crafted" and were built on their own dedicated assembly lines. They were designed to be the best American cars money could buy, and to live up to Cadillac's promise to be "The Standard of the World." By almost any measure, the '58 Sixty Specials were magnificent machines, with big price tags, huge personalities and movie star good looks to match.

BACK IN BLACK - Feiertag wound up having to do a lot less restoring and fixing on his black Fleetwood than he ever expected. The big gamble — buying a car without ever really seeing it — was a pleasant surprise right from the get-go.

"We got it running and we drove it for a while, then painted it probably a year or two later," he noted. "We kept it black, and it looked good, but then the leather started to split on the front seat, and so I had that redone. And then the backseat finally gave out, so I had that done. I had to find the original material from

(Continued on page 15)

More about the Fleetwood 60 Special...

(Continued from page 14)

that SMS out in Oregon, and they made it and it's spot-on perfect. Wally's upholstery in Whitebear Lake, Minn., he's no longer in business, but he did an excellent job. It's like original. It's excellent... Everything else is original. The door panels are original. The carpet is original. The back of the backseat ... dash, motor ... everything."



Front seat and dash of the Fleetwood 60 Special

"The one thing that we've had the most problems with is the brake booster. They've been a problem and I guess it's kind of a vertical system. It's been crazy, I just got done replacing that and those things are expensive as heck! And it's been about the fourth one I've replaced. I dunno, I just can't seem to get one to last. Otherwise, it's just the regular stuff — brakes, tires, that sort of thing. I do have to get the air conditioning fixed. It worked up until last fall. I've got a problem in there now and I need to get that worked on. It's factory air, so that's kind of cool."



The Cadillac features a spacious and well padded rear seat.

The only piece of bodywork he had to tackle was after somebody dented the Cadillac in a mall parking lot a few years back. "I was parked out all by myself and somebody put a nice dent in the door," he said. "People can be jerks, but it's fine now."

It's not going to win an economy runs, but that has never deterred the Feiertags for cruising in their whale-sized '58 anytime the spirit moves them and the roads are clear of snow. They have acres of room for luggage in the trunk and back seat, and all the comfort they could ever hope for.

"It's one of the easiest driving cars, period," Jody insists. "Now with this new brake booster, that's the best one I've ever had. It's got true power brakes. You touch them and it stops. It's got plenty of power. You can hang onto the steering wheel with one finger. It doesn't veer or wobble or pull. It's really a smooth, fun car. One of the best-driving and riding cars I've got. You forget how good cars rode until you get into something like this!" The Sixty Special, and several other vehicles the Feiertags own, has been used in commercial work, and also seen duty in weddings and funerals. "Props on Wheels hires me to take it to different things," Jody notes. "Of course, there was nothing this year. There was no filming of anything going on this year."

The only drawback for such duty is that Jody has to get out the wash bucket and wax and spend a couple hours applying some old-fashioned elbow grease. 1958 Cadillac Sixty Specials aren't really good candidates for modern car washes. "It took me 2, 2 ½ hours on it yesterday to wash it and throw a coat of wax on it," he chuckles.



'58 Cadillac Fleetwood 60S engine bay

Feiertag enjoys the attention that the car gets. It's pretty much a one-car motorcade wherever it goes, even on a show field full of other fine machines.

"It's crazy at car shows how much attention it gets. Sometimes more than I want [laughs]. Sometimes you just want to sit around and chill for a little bit, but there's always people coming up and talking about it all the time."

"When it was new, it was the car to get, absolutely. I'm fortunate to have it. I love it. It's just a cool car."

The Continental's Competition, The Cadillac 60 Special...



No mistaking this 1958 Cadillac 60 Special for anything else...

The **Cadillac Sixty Special** is a name used by Cadillac to denote a special model since the 1938 Harley Earl-Bill Mitchell-designed extended wheelbase derivative of the Series 60, often referred to as the Fleetwood Sixty Special. The Sixty Special designation was reserved for some of Cadillac's most luxurious vehicles. It was offered as a four-door sedan and briefly as a four-door hardtop. This exclusivity was reflected in the introduction of the exclusive Fleetwood Sixty Special Brougham d'Elegance in 1973 and the Fleetwood Sixty Special Brougham Talisman in 1974, and it was offered as one trim package below the Series 70 limousine. The Sixty Special name was temporarily retired in 1976 but returned again in 1987 and continued through 1993.



The '58 60 Special features a lot of chrome on the rear quarters, plus some fins, reaching for the sky. Quite a look!

Cadillac introduced its first production four-door hardtop, the Sedan DeVille, in 1956. When Cadillac redesigned all of its standard models for 1957, the Sixty Special adopted the pillarless design as well. Priced at a hefty \$5,539 (\$57,713 in 2022 dollars), the 4,761 lb. (shipping weight) Sixty Special production reached an impressive 24,000 units - a sales plateau that the nameplate would never achieve again. The chrome fender louvers, a Sixty Special trademark since 1942, were gone in favor of a giant ribbed metallic panel that occupied the entire lower half of the rear fender. The Sixty Special script was located to the top of the rear fin for 1958, and the word "Fleetwood" was spelled out in block lettering across

the trunklid. Engineering treats included moving the optional air conditioning unit from the trunk to a space under the hood, and a foot-operated parking brake that released when the car was put in gear. The 365 cu in engine introduced last year was now bumped up to 300 hp.



A closer look at the rear of the 60 Special. Note the detail of the rear bumper, back-up lamps and exhaust ports.

In spite of the all-new sheet metal on the 1957 models, much of Cadillac's attention was focused on the new limited-production Eldorado Brougham. This new four-door model did not pose a threat to Sixty Special production since the new Brougham was a hand-built, limited-production specialty model with a stupendously steep \$13,074 price tag (\$136,224 in 2022 dollars) - more than double a new Sixty Special. Power windows and brakes were standard. A pre-selector radio was optional. 1958 saw extensive design changes, even though the cars were entirely revamped for 1957. Horsepower from the 365 cu in engine was now at 310 hp. Sparkling "studs" decorated the wide new grille, while the rubber-tipped bumper guards were moved further out towards the edges of the car - leaving a lower, wider look. Four headlights, a style that appeared on last year's Eldorado Brougham, were adopted for all Cadillacs, including the \$6,117 Sixty Special. Full fender skirts practically hid the rear wheels from sight, and the massive ribbed stainless steel trim occupied the lower half of the rear fender. Small vent windows were added to Sixty Special's rear doors, and newly available power door locks were optional. This marked the last year that the Sixty Special would maintain a stretched GM C-Body until its return in the 1965 model year. The model year 1958 would also be the last that the Sixty Special script would actually appear anywhere on the car. Sales for the 4,930-pound (shipping weight) car slid to 12,900 units - nearly half of last year's production.

In 1959, Cadillac would reach the pinnacle as far as rear fins. Body styling would be different too. Not quite so much chrome. In 1961, Cadillac, like Lincoln would see change of larger magnitude. The days of the chrome behemoth had passed, like the dinosaurs of old, making it a little harder for most people to recognize their favorite brand. But what a wonderful time it was when these new cars, Lincoln and Cadillac hit the streets for the first time. New car model year introductions are not as much fun, nor exciting as they used to be.

North Star LCOC events

October **Sunday, October 15, 2023.** 11 a.m. - 3 p.m. Annual North Star lunch and auction. Morries Car Collection, Long Lake, Minnesota. Yes, there is such a thing as a free lunch and it will be at Morries Car Collection on Sunday, October 15, at 11 a.m. This is our best event of the year and always brings a full house. See the ever growing classic car collection, somewhere near 400 cars now, all displayed in beautiful and tasteful surroundings. Lots of other eye-candy to look at too. Gas pumps, signs and other things that will give you a visual sensory overload. Please come out and join us on what should be a very fine day. If you have something to donate to the after lunch auction, please bring it along. We would appreciate it very much. It might be the last chance to see many of your North Star friends before winter sets in for the long duration.

November **Year-end Sunday brunch.** Place and date to be determined. More information in November newsletter.



We want you and your ideas for the North Star Lincoln Club. Tell us what you think. Tell us how we can make the club even better. Give us a call or email. We will listen. If you know of good places to eat or fun things to do or see... let us know.

Also, we can use help in signing up new members. Do your best to make the club grow and try to sign up one new member each year. The club needs new members to survive.

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

The special rate for new LCOC members is back!

If you have friends or relatives that would be interested in a membership to the Lincoln and Continental Owners Club, now is a good time for them to join. Or as a good favor to those folks, you might consider gifting them with a full years membership for the low rate of \$34 per year. This is a \$20 discount over the existing rate of \$54. The hitch is, it is only good for first time memberships. And as a bonus, it also includes a full years, 12 months membership in the North Star Region, which also includes the monthly newsletter, Northstar News.

This is an overall savings of \$40, it just doesn't get any better than this. Six issues of Continental Comments and twelve issues of the Northstar

News. That's a lot of very good reading for only \$34.

There are a lot of folks out there that would enjoy a membership to our fine club. Please take advantage of this fine offer to make one of your friends a gift of a LCOC membership and at the same time help the club sign up new members.

It is easy to sign up new members, membership forms are available online at lcoc.org and you can also join by calling Cornerstone Registration at 763.420.7829.

If all else fails, give Bob Johnson a call at 651.357.1715, he will be glad to help you out.

For Sale

A very unique, one of a kind, hand painted neck tie depicting the history of the pre-war Lincoln Continental. A true collectors item.



Hand sewn silk - beautiful. Call Faythe Oberg at 651.739.9754. Price reduced to \$50.



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.