

## Our Pride and Joy....

As told by Ray Nelson....

The first time I saw a Mark II, I thought it was the finest looking automobile since the Forties' Continentals. It was owned by a guy named Terry Evenson. (A quick success story about Terry).

Terry was from Cloquet, Minnesota. He started out repairing bikes in his parents garage. He loved music, but could never get the owner of the only record store in Cloquet to put the records in his store that the kids of the 50's wanted to buy. There was space across the street from that store for rent. With the money he made repairing bikes, he opened up his own record shop, stocked it with the

music the kids wanted, and ran the other store out of business. He branched out, and put stores all over Minnesota, known as "Musicland". Later, he became the distributor of Hallmark Cards.

Back to the '57 Mark II. Jeanine and I had been looking for one of these for quite a while, but could not find a good one. (As we all know, they are not cheap to restore.) We chased one up into Winnipeg, Canada, that the man said was a nice car, but it wasn't.

I spotted one in the Hemmings Motor News. I called and asked them to send

*(Continued on page 2)*

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.



Ray and Jeanine Nelson's 1956 Mark II

### This Issue Contains

Feature Car of the Month	1	Directors Meeting Minutes	4
Club Information Page	2	Directors Message	5
Editors Message	3	Preview of Coming Attractions	12
Trivia...	3		

# Board Of Directors - 2004-2005

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	
Technical Consultant	Tim Purvis	H(651)459-6176	
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

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

## *Pride and Joy..... continued*

(Continued from page 1)

me as many pictures as possible, (outside, inside, under the hood, trunk, etc). They did, and it looked great. The car was located in New Orleans on Canal Street, about 4 miles from the French Quarters. Jeanine and I had never been to New Orleans, and were about due for a vacation, so we thought why not take a weeks' vacation in New Orleans? If the car was what they said it was, it would be a bonus; and if it wasn't, we would enjoy a fun week in New Orleans and come home. I sent them some money to hold the car until I could make arrangements to go there. All the hotels in the French Quarter were full, due to conventions, so the only places available were near the airport, much to our disappointment.

The people who owned the car were Richard and Doris Kuntz. The car was purchased brand new, by Doris's grandmother Emma Bottinelli, on July 2,

1957 from Clay-Dutton, Inc of New Orleans. Doris was with her grandmother when she purchased the car; she was 15 years old at the time. When asked how she intended to pay for it, she pulled the cash out of her flower shop apron (\$9,532.50). It was fully equipped and air-conditioned. Emma owned the car until she died at the ripe old age of 102.

I called Richard Kuntz and told him when we would be coming, but that we would be staying near the airport because everything in the French Quarters was booked. He said that was a long way out, and would we rather stay in the French Quarters if he could get us in? We said absolutely! He said I will call you back, and when he did he said, "here is what you do". Call this number at the "Le Richelieu Hotel" in the French Quarters and tell them Sweetie Pie told you to call. I said, this is a joke, right? Richard said no, that is the name Doris

(Continued on page 6)

*Trivia from the Internet.*

*Wilbur Foshay and his monument...*



Wilbur Foshay

*The tower's distinctive obelisk shape and construction method were patented by Foshay and Minneapolis architect Gottlieb R. Magney soon after the \$3.75 million edifice was completed. Built of fabricated steel, hot-riveted with reinforced concrete, the 447-foot Foshay Tower is faced with Indiana limestone. The interior was lavishly finished in the finest materials available,*

*(Continued on page 4)*

## *Editors Message*

It is April and we have already a few nice days of spring. We have several events coming up to look forward to. Our first, will be a brunch at Chickadee's. This will be our first visit there and from all reports, we will not be disappointed. The end of April brings the annual CCCA spring driving and garage tour. We have been on 4 or 5 of them and enjoyed everyone. Please see the details on the last page. May brings the annual all Lincoln car show at Whitaker Lincoln-Mercury in Inver Grove Heights. This has been well attended in the past by both members and the public.

Thanks to all of you that have renewed your membership in the Northstar Region. For the few of those not renewing, this will be your last issue. We also want to thank those of you that have contributed articles for publication. Our feature car this month belongs to Ray and Jeanine Nelson, long time club members. Over the years Ray and Jeanine have sent in several articles and we have enjoyed reading about their fine Lincolns. I remember the week the Mark II's were introduced. Greysolon Motors was the name of the Lincoln dealership in Duluth, where I lived. I was in my teens and thought \$100 was a lot of money, not even to mention the \$10,000 new Mark II's cost. The dealer had one in his showroom and I just had to go in and look at it. It indeed, was a much nicer car than the Eldorado, which was Cadillac's top of the line offering. Three were sold in Duluth, one to Maury Opshal, who owned Superwood and the other two to a contractor by the name of J.D. Hearold. J.D. managed to drive into a tree late one night, after visiting a local watering hole. The Mark was only a month or two old. I don't think it even had 1,500 miles on it. He promptly got another, which he kept a bit longer. The first one, silver in color, eventually wound up in the hands of a friend of mine some six years later for the princely sum of \$2,700. It had about 40,000 miles on the clock. My friend tired of it about 5

months later, and sold it to someone in the Minneapolis-St. Paul area. As an aside, forty some years ago, I also met Terry Evenson who started up the Musicland store chain. His store in Duluth used to furnish the latest 45's to one of the radio stations that I worked for. It is indeed a small world.

Elsewhere in this issue, there is a Mark VIII for sale. I talked with Tom Rikala, who is selling the car for Jeannette Zilverberg of Atkin. One of our newsletters was in the car and Tom gave me a call. This is a very nice original Mark and should go to a club members home. Remember, this car is 11 years old and as such, may be entered in competition at LCOC shows. With less than 16,000 miles, little outside of some polish and glass cleaner should be needed to make this car a show winner. Marion and I had a '94 Mark, and they were truly a great driving automobile. While one might say the price is a bit on the high side, where are you going to find one this nice any cheaper.

While Bob Johnson is leading our national organization in their efforts to build membership, he and Mary will not be driving around the country in the motor home further described on page nine of our newsletter. I happened to see the picture and felt that it was just too good to go to waste. And Bob has a pretty good sense of humor, at least most of the time. Sometimes we take ourselves, our club, and our cars a bit to serious and we loose sight of what the hobby should be about, having fun.

Again, if you have a question about our newsletter or want information about contributing an article, please call me. The numbers, local and toll free are listed on the second page.

Till next month, David, Marion and Faithie, the dog...

(Continued from page 3)

including African mahogany, Italian marble, terrazzo, ornamental bronze and wrought iron. A recent restoration returned the office tower to its original splendor.

After opening the building in the spring of 1929 (and assuring himself a place in the mind of every Minneapolitan by emblazoning his name on all four sides of the tower), Foshay promptly went bust in the '29 stock market crash and did time in prison for securities fraud. His building was the tallest in Minnesota for decades. Now its open-air observation deck places you at

(Continued on page 5)

## Monthly Director's Meeting

### BOARD OF DIRECTORS MEETING

March 10, 2005

Regional director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Dave Gustafson, Tim Purvis, Bob Gavrilescu and Roger Wothe. Other chapter members present were Gaye Purvis and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS REPORTS

Regional Director Bob Johnson displayed a black and white reproduction of a regional license plate. The decision was made to order the minimum quantity of one hundred twenty-five. The price will depend on whether we chose to go with two or three color graphics. Maroon background with gold lettering seemed to be the colors favored by the board. Bob will secure color samples. He has also contacted Lincoln-Mercury Manager Rick Brisson. Rick may be a guest speaker at our fall picnic.

Treasurer Harvey Oberg reported by phone that the treasury balance is \$4,808.84 with all bills paid.

Membership and Publications Director Dave Gustafson reported that our membership hovers around one hundred forty. Not every past member has renewed. There have been several renewals from the Dakotas.

Activities: Next Sunday brunch at the Radisson Conference Center in Plymouth on Sunday 13 March at 11:30 AM. North Saint Paul will host the Friday Night History Cruze Car Show for the tenth year running from 10 June through 9 September from 5:00 to 10:00 PM. Bob will try to arrange a joint show with another Midwest Region club.

There being no further business, the meeting was adjourned at 7:25 PM. The next meet-

ing will be Thursday 14 April at 7:00 PM at Whitaker Lincoln-Mercury.

Respectfully submitted by Secretary Roger Wothe.

### Great Things about Minnesota..

Minnesotan baseball commentator Halsey Hal was the first to say 'Holy Cow' during a baseball broadcast.

The Mall of America in Bloomington is the size of 78 football fields --- 9.5 million square feet.

Minnesota Inventions: Masking and Scotch tape, Wheaties cereal, Bisquick, HMOs, the bundt pan, Aveda beauty products, and Green Giant vegetables

Minneapolis has more golfers per capita than any other city in the country.

Minnesota has 90,000 miles of shoreline, more than California, Florida and Hawaii combined.

The nations first Better Business Bureau was founded in Minneapolis in 1912.

The first Automatic Pop-up toaster was marketed in June 1926 by McGraw Electric Co. in Minneapolis under the name Toastmaster. The retail price was \$13.50.

Hormel Company of Austin marketed the first canned ham in 1926. Hormel introduced Spam in 1937.

Hibbing is the birthplace of the American bus industry. It sprang from the business acumen of Carl Wickman and Andrew "Bus Andy" Anderson - who opened the first bus line (with one bus) between the towns of Hibbing and Alice in 1914. The bus line grew to become Greyhound Lines, Inc.

Trivia courtesy of Roger Wothe...

(Continued from page 4)

*about mid-height among the city's skyscrapers, which is way more fun than looking down on everything.*

*The \$3.7 million Foshay Tower was, in retrospect, a last extravagant gesture before the October Crash and Depression of 1929. Wilbur Foshay, who spent \$119,000 for a three-day bash in August 1929 to celebrate the opening of the Foshay Tower, brought John Philip Sousa to town to play the special march created for the occasion. Unfortunately for Sousa, the \$20,000 check bounced; unfortunately for Foshay, the crash destroyed his paper profits, he lost the*

(Continued on page 6)

## Directors Message April 2005

By Bob Johnson

While Mary is baby sitting our 4 month old Grand Daughter, it is time for me again to think spring. Today is the second day of spring and it sunny but still cool. Here in Shafer MN, we missed the big weekend snowstorm that went south of the Twin Cities clear to Iowa. It is hard to believe that spring is now here again. The winter always goes slow for me until it is over! It is now time to get the cars out and get ready to start cruising; I hope that the price of gas goes back down.

Our Sunday Brunch on March 13<sup>th</sup> was attended by 23 members who were able to taste great food and enjoy the atmosphere at the Plymouth Radisson. We were there last year and it was just as nice this year, we enjoyed the company of many friends that are in the North Star region. Our door prizes were won by Bob Gavrilescu, a Black Lincoln Flag and Ray Nelson, a North Star Region Denim shirt.

Our February Potluck dinner and auction with the Classic Car Club was a great event. Ed Myhre added some spice with his auctioneering talents at the end of the evening. I look forward to having Ed do our auction at our Fall Picnic. It was a very enjoyable evening. I again want to thank Dick Pellow for inviting us to his garage in St Paul.

Our next event will be a Sunday Brunch, April 17<sup>th</sup> 11:30AM, at Chickadees, 9900 Valley Creek Rd, Woodbury. Please RSVP to Faye Oberg, 651-739-9754 by Friday April 15<sup>th</sup>. This Brunch will be a Family style breakfast. We will have extra

spaces if you are not able to RSVP, but please call so we have an estimate on who is attending. Hopefully the weather will turn warm and let us get our Lincolns out for this brunch. Please use the parking lot next to Valley Creek Road to park your Lincoln.

For 2005, the project we are working on is a North Star Region License Plate. We hope to have these available by early summer. The plate color will be maroon with gold/cream lettering.

Just think, in about eight weeks we will have our 6<sup>th</sup> Annual All Lincoln Car Show at Whitaker Lincoln Mercury. The date is Saturday May 7<sup>th</sup>, 10AM to 3PM. Invite anyone you know that has an older Lincoln to join us at Whitakers. The more Lincolns, the more great cars we get to enjoy. We will have dash plaques, door prizes, food and Peoples choice, 1<sup>st</sup> thru 3<sup>rd</sup> place, and Best of Show Awards. The Best of Show can only be won once by the same car, so bring your pride and joy in for all to see and vote on.

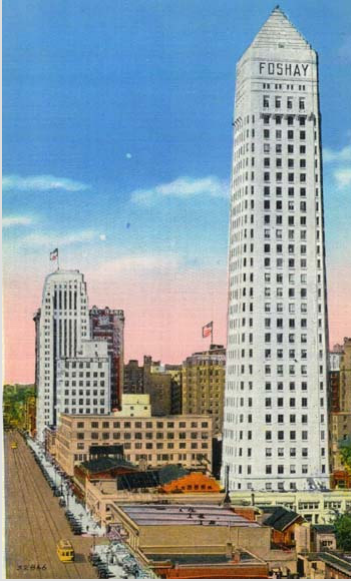
**Please send your Northstar Renewal in ASAP,** we have 20 members that have not yet renewed, if you are not going to renew please send back notice with not renewing written on it. Thank you for help.

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



(Continued from page 5)

building, was convicted of mail fraud and spent three years in Leaven-



The Foshay Tower  
un-crowded by today's tall  
buildings

worth. Little was said about Foshay's downfall. Wilbur's family had never been well accepted by the old wealth of Minneapolis. The Foshays did all the right things upon moving to town. They became parishioners at St. Mark's Episcopal Church. They purchased a three story colonial in the exclusive

(Continued on page 7)

## Our Pride and Joy Continued.....

(Continued from page 2)

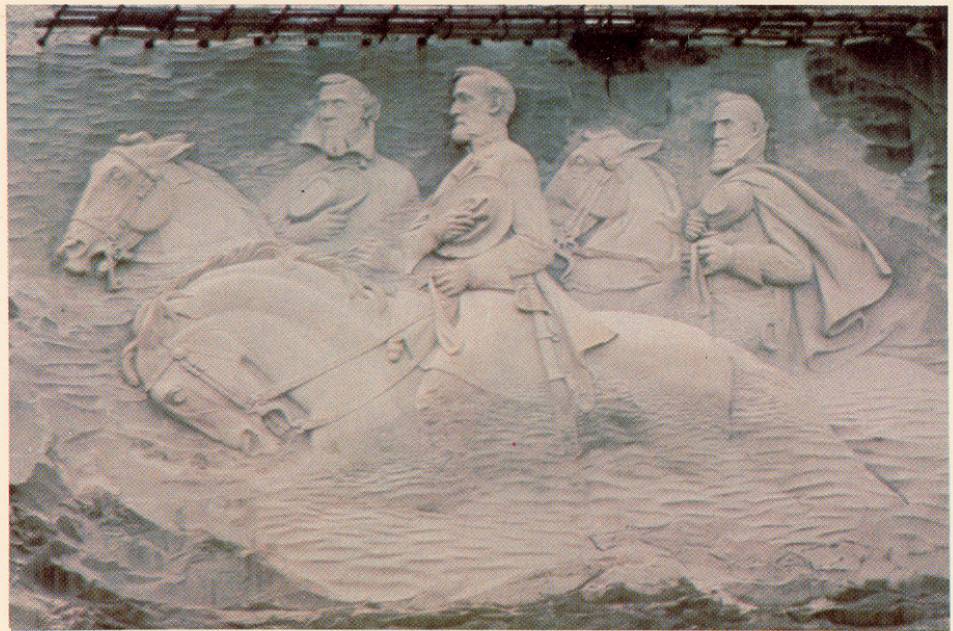
goes by down here. So reluctantly I did what Richard said, and we spent a great week in the French Quarter.

On Tuesday, we called the Kuntz's and asked when we could see the car, and they said come anytime. Jeanine and I jumped into a cab and went to the flower shop where the car was stored. Richard and Sweetie Pie (Doris) owned a flower shop that was originally owned by her grandmother, Emma. When we pulled up, they had the car sitting on the cobblestone street, and I took one look, and I knew our search for a Mark II was over.

The car was all original except for the paint, and had 46,002 miles on it. The car had not been driven for quite a while, but they had a handyman at the flower shop that started it every

couple of weeks. I took the car for a drive, and it drove beautifully, other than the brakes grabbing from sitting for so long. I chose to ship the car home, rather than drive it, because it had not been on the road for quite sometime. We took delivery of the car in late November, 1999. Outside of tires and exhaust, and a few minor things, the car has been great, and a joy to drive. Jeanine and I have put a little over 5000 miles on the car since we have owned it.

\*footnote\* Sweetie Pie's (Doris) grandfather, T.F. Bottinelli Sr. was a famous sculptor. A lot of his works were of Eagles on many of the Federal buildings throughout the South. If anyone has been to Stone MT. Georgia, T.F. Bottinelli did the carving on Stone Mountain of Robert E Lee.



Original Carving of Robert E. Lee on Stone Mountain,  
Georgia by T. F. Bottinelli, Sr. 1927-1928.

(Continued from page 6)

*Kenwood section of the city, and complemented it with a country home on Lake Minnetonka. But utility speculation was frowned upon by the old line*



The Foshay Tower, in the shadow of the IDS Center.

*millling and banking families and Foshay's use of union labor to build the tower did not sit well with the open shop leadership of the business community.*

*Towering above the other buildings in downtown Minneapolis for forty-two years, the Foshay*

(Continued on page 8)

## *Continental Mark II, One of the Greatest Cars....*

From the Internet. Courtesy of Jack Nerad and Driving Today....



Supposedly, the sequel is never as good as the original; and that is certainly true of the Continental Mark II. The original Lincoln Continental, created as a one-off by Bob Gregorie and his design staff for the personal use of Edsel Ford, was, with little argument, the best American auto design of the 1940's. Mildly productionized and sold as a series into the late Forties, it was a classic. Ford Motor Company tried to re-create the same magic some 15 years later with the Mark II, but to re-create magic is a tougher task than the first time. Still, though the Mark II lacked the essential rightness of the original's proportions, it was a car to be reckoned with. By sheer mass, sheer price, sheer presence, it was a vehicle that epitomized 1950's America.

If you are known by the company you keep, then the Mark II deserves high marks. A wide swath of the rich and famous in the 1950's owned one, including Elvis Presley, Frank Sinatra, Louie Prima, Dwight Eisenhower, Barry Goldwater, Spike Jones, Nelson Rockefeller, Henry J. Kaiser, Howard Johnson and the Shah of Iran.

A sticker price that nudged \$10,000 (\$9,966.00 f.o.b. Detroit) made the Continental Mark II twice the price of

a garden variety Lincoln of the same year. In defense of the gargantuan price, the Mark II was hand-built to a very high quality standard such that Ford Motor Company claimed it lost a thousand dollars or so on every one it sold.

That's a believable tale, because the Ford Motor Company of the early Fifties was in some disarray. The still-privately-held firm had weathered World War II with flying colors and leapt into the post-war economy with gusto, but as the Fifties dawned it seemed lost. As a maker of low-cost "transportation" cars and light trucks, it certainly had a big place for itself in the market, but climbing out of its stereotype into the middle-priced and luxury segments proved to be difficult. At the same time, General Motors was cleaning up in that portion of the market with Pontiac, Oldsmobile, Buick and Cadillac.

The executives at Ford Motor Company went through exercise after exercise to come up with a way to gain a strong footing in the upper end of the car market, but the plans that resulted from these excursions into "future-think" were almost invariably scrapped or emasculated. One plan that did bear some fruit was to take Mercury (often derided as Ford with more chrome) and move it up-scale into what was approximately Buick territory, introduce a new division (Edsel) to compete in Pontiac-Oldsmobile territory and send Lincoln into headlong battle against Cadillac. An addendum to this plan suggested the creation of a "Special Products Division" to build short-

(Continued on page 8)



(Continued from page 7)

*Tower showed visitors and the world that Minneapolis was a major ur-*



Another visual perspective of the Foshay Tower.

*ban area -- until 1971, when the glass-clad building made famous by Mary Tyler Moore took over as local icon.*

*Today, the building seems odd rather than impressive, dwarfed as it is by so many buildings almost as tall as the 775 ft. tall, glass IDS Center, but even so, it truly is a magnificent monument to a man and his dreams.*

*From the Internet...*

## 1956 Continental Continued.....

(Continued from page 7)

production-run "halo" vehicles to add luster to the Ford Motor Company offerings.

Of course, we all know what happened to Edsel. But what is less well understood was the final addendum to the plan. Ford executives did, indeed, create a "Special Products Division," and its charter was to recapture the essence of the Lincoln Continental in a new, ultra-luxury vehicle. Given this task, the division quickly morphed into the short-lived Continental Division of Ford Motor Company with none other than Edsel's son, William Clay Ford, as its general manager. Because of this, purists insist the Continental Mark II should not be referred to as the Lincoln Continental Mark II. That, however, is splitting hairs, since the Continental division vehicle was sold by Lincoln dealers, used a Lincoln power train and in all other ways smelled like a Lincoln.

The Continental division created a vehicle with presence. Not only was its price tag big; it was big. A two-door hardtop, the Mark II was built on an enormous Y-shaped frame with a wheelbase of 126 inches. At over 18 feet, it was as long as a Chris Craft runabout, and finished with the same meticulous detail. Further, it was no lightweight. Its body-on-frame construction plus a full complement of luxury equipment, like air conditioning, power-operated windows, power-operated front seat and rich leather upholstery conspired to create a weight that has been variously reported as 4,825 pounds or 5,100 pounds, some two-and-a-half

tons.

There was little elegance in its suspension. The independent front suspension was a fairly typical American A-arm arrangement, though one bow to high tech was the employment of "speed-compensating shock absorbers." The rear suspension was even more rudimentary: a huge live axle hung by semi-elliptic springs with hydraulic shock absorbers for damping.

If all that seems ungainly and somewhat crude, there was nothing ungainly or crude about the Mark II's exterior shape. In profile it offered a simple elegance with an extremely long hood, tight greenhouse with a stately roofline and a deck accentuated by stand-up taillights and the famed "Continental" tire bulge.

None of Cadillac's tailfin excesses here, though perhaps the faux spare tire was a bit bigger than it needed to be. Tastefully, chrome was kept to a minimum, and the Mark II's handsome grille was remarkably restrained and flanked by two simple round headlights.

What power plant was used to propel this mammoth piece of machinery? A thoroughly modern (for its time) Lincoln V-8 engine was the obvious choice of the Continental division brass. The cast iron-block engine displaced 368.6 cubic inches and, equipped with a four-barrel carburetor, it produced 265 horsepower. (With a bit more tuning the following year, the horsepower was upped to 300 to compete with the Chrysler

(Continued on page 9)



## 1956 Continental Mark II Continued.....

(Continued from page 8)

300 letter series, which was mining the same vein of customers.) A Turbo-Drive three-speed automatic was the only transmission available.

The car debuted in Lincoln-Mercury (Lincoln-Mercury-Continental?) dealerships on October 5, 1955, and it created an immediate sensation. Certainly the public relations types had something to do with the uproar, but there was mass curiosity to see what Ford built that cost ten thousand dollars.



Buyers got a lot for their money. Each Continental engine was meticulously balanced and tested on a dynamometer before being installed in the virtually hand-built frame. The chrome trim was subjected to a 10-day-long salt spray test, and the intricate front-end body pieces were test fitted before final assembly and the application of premium lacquer paint. Upholstery was fashioned with Bridge of Weir leather imported from Scotland.

Though the Continental Mark II was met with a great deal of interest, at 10,000 dollars in 1955 the car was too expensive to attract much of a following. Ford executives originally planned to build about 2,000 Mark II's a year for a period of five years, and the model exceeded their projections early on. Some 2,550 Mark II's were built during the 1956 model year, but by the end of the year sales slowed to a trickle. A very slightly revised 1957-model Mark II was put into production, but only 444 were built, and the model and the Continental division itself were abruptly cancelled.

Ford Motor Company decided to take a new tack with its Lincoln vehicles, adopting unit body construction instead of the traditional separate body and frame, and the result was a disaster. Consumers avoided the newly styled 1958 Lincolns and, to add insult to injury, Ford brass decided to call the top-of-the-line Lincoln the Continental Mark III with only an oddball roof treatment differentiating it from the run-of-the-mill Lincolns. It wasn't until the late 1960's that Ford saw the error of its ways and tried to recant by offering another Lincoln Continental Mark III, one more in tune with the first Lincoln Continental and its worthy successor, the Continental Mark II.



## Bob Johnson hits the Road...

As many of you know, Regional Director Bob Johnson is the National Membership Director of the LCOC. And as many of you also know, Bob is a woodworker extraordinaire. He and Mary will be hitting the road this driving season to actively recruit new members for our fine organization. This past winter, Bob has spent many hours in his shop

creating this magnificent motor home so that he and Mary can travel to the many LCOC functions in style. Equipped with the latest conveniences, including a flush-through toilet and a kerosene powered television, Bob is ready to travel everywhere. Built on a Navigator chassis and featuring a powerful supercharged V9 engine this traveling palace should be easily able to achieve speeds of at least 28 miles per hour down hill. Bob's summer schedule of visits will be published in future issues. Look for Bob on the road by **April 1st**.

*Stuff for Sale....*

**WANTED**  
**1952 - 1954**  
**LINCOLN CAPRI**  
**CONVERTIBLE**

PLEASE CALL OR WRITE  
MEMBER GARY OFSTEDAHL  
26947 Mower/Freeborn Road  
Austin, Minnesota 55912

Phone 507-433-7649  
Email: gary.ofstedahl@courts.state.mn.us



**Reluctantly Willing to Sell**

1948 Lincoln Continental  
Original V12, Overdrive

Driven regularly to church, to the gulf club and  
St. Olaf Parades.

Please Call Bob Flaten, 507-645-5744



**For Sale - 1994 Mark VIII**

Once in a lifetime chance to own a virtually new 1994 Mark VIII. This 15,500 mile car is black with an ebony leather interior. Purchased new by original owner with little use in rain or winter. From the estate of Mike Zilverberg, noted Ford collector. Call Tom Rikala at 218-927-2169 days or 927-2633 evenings. Email: jri-kala415@charter.net. Asking \$12,500.

*Great Lincolns Now For Sale...*

Ron Fenelon, club member is moving to a new lake home in Alexandria, MN and needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. \$7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,500.

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

Call Ron Fenelon at 815-624-4014 or email  
lincolnsareus@charter.net for more details on these  
Lincolns



For Sale: 1976 Mark VI - One owner, always garaged. Excellent condition. Only 11,000 on new engine. Sun-roof - White on White. Fairly priced at \$8,995  
Call Emma at 952-895-1181



## Great Cars For Sale..... Other Stuff too....



### For Sale:

1976 Mark IV, Bill Blass. Dark Blue, with tan trim. Absolutely spotless, with factory tinted moon roof. All accessories work, air blows cold. Truly must be seen to be appreciated. This is an original condition Mark with only 51,000 miles. Priced to sell at \$6,595. Call member Mike Doran at 952-926-5841.

For Sale: Nice 1971 Mark III, 98K miles, same owner for 25 years. Light butterscotch color, brown top and interior. \$3,300 to a good home. 320-220-0844, near Willmar, MN  
For Sale: NOS in FoMoCo boxes, Two 1961 Brake drums. \$55 each. 320-796-5819, Spicer, MN email: darkside-manor@tds.net..

Wanted Good brown tone interior for 1956-57 Lincoln coupe. Francis Kalvoda, Willmar, 320-235-5777 or Email fjk@charter.net



1991 Mark VII LSC Bill Blass Special Edition. Great looking car. 116K miles, \$6,995. Well cared for. Call Denny at 651-777-2433

### One of the Best.... Now for sale.

1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking \$8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.  
Call Tom Brace at 651-644-1716

### WANTED

Custom trunk lid with simulated wheel hump that will fit a 1977 Lincoln Continental (not Mark). Some Limos had this style trunk lid. If you have a lead on one of these, please call Francis Kalvoda, Willmar, Mn., 320-235-5777 or email fjk@charter.net

### WANTED

# 1680 Aircraft/Automobile Light Bulbs  
Two - Three dozen at a Fair Price

**Contact Harvey Oberg at 651-739-9754**

### FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000  
Call Wendy Norine, Litchfield 320-693-2990

## 150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Please call Gordy Jensen at 952-851-2721 or Gary Arneson at 612-781-5148

### 1949 Lincoln Cosmopolitan

New brakes, including lines, master cylinder, wheel cylinders, shoes, and drums grown. New fuel line. Has three speed with overdrive, fender skirts, hydraulic windows, runs well and is complete. Has some rust, which is repairable. Please contact Mel Krugerud, 7356 Hayes Street NE, Fridley, MN 55432 763-786-4092.



# *Preview of Coming Attractions*

The following include scheduled club events

April            Good Weather Returns. Get the Cars out of the Garage. Sunday Brunch at Chickadees, Woodbury, **April 17th, 11:30 AM**. Please RSVP to Faye Oberg, 651-739-9754 by Friday April 15<sup>th</sup>  
Classic Car Annual Spring Tour - See flyer April 30th.

May             Whitakers All Lincoln Car Show. 6th annual Show, **Saturday, May 7th, 10:00AM** to 3:00PM. LCOC Mid-America National Meet, Branson, MO, May 10-15.

June            North Coast, Sunday Brunch, **June 12th, 11:30AM** Back to the Fifties, State Fair Grounds

July             3rd Annual out state All Lincoln Car Show, Juettner Motors, Alexandria, MN. 10:00AM to 3:00PM.

August          Tour, LaCrosse, WI. Harry Dahl Ford Car Collection and New Lincoln Dealership. Possible overnight event with other Midwest LCOC regions.  
Evening on Kellogg Blvd, St. Paul, Mn Date to be determined.  
Pantowners Car Show, St. Cloud Fairgrounds. More in next month's issue.

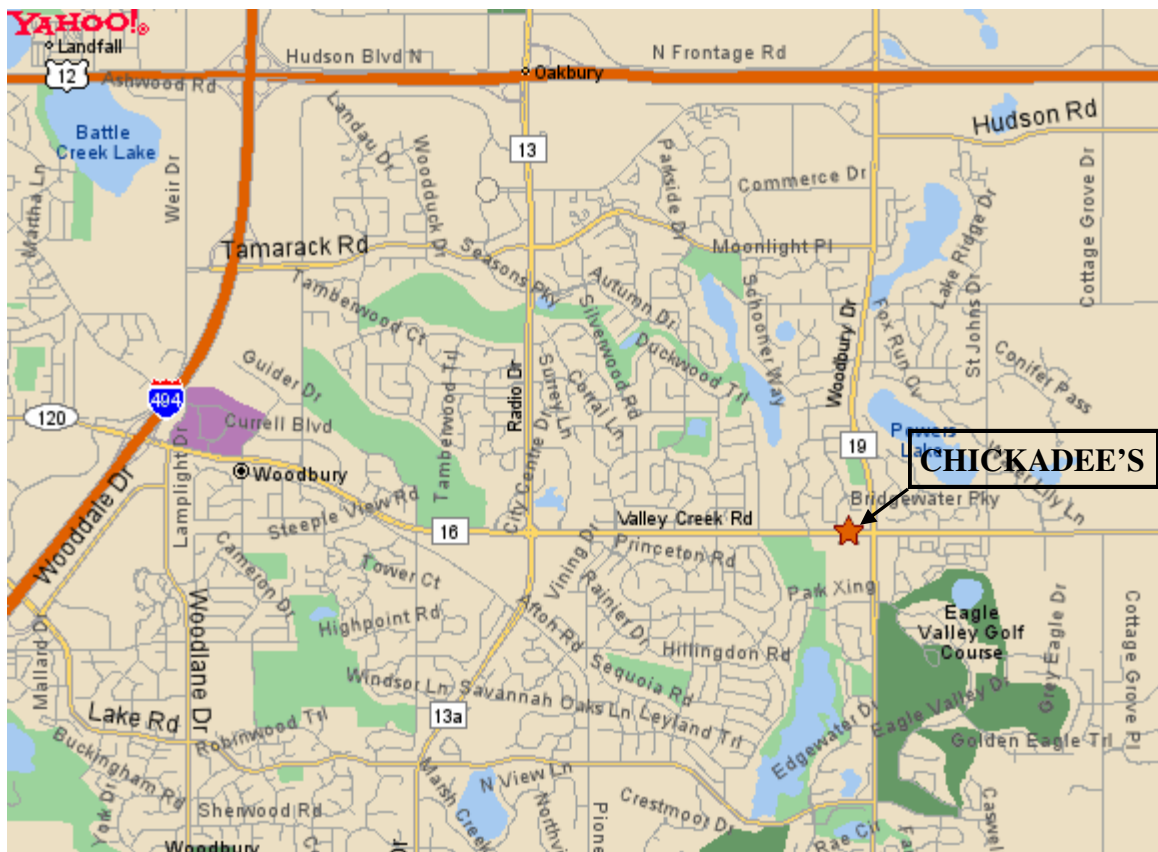
September     Northstar Annual Picnic, Roger Wothe's, **Sunday, September 11th**.  
LCOC Western National Meet, September 21-25th Sacramento, CA.

October          All Lincoln Car Show, Coon Rapids Lincoln Mercury, Saturday  
October 1st, 10:00 AM to 3:00 PM.

November       Year End Sunday Brunch, Piccadilly's, November 13th, 11:30 AM

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: [Activities@northstarlcoc.org](mailto:Activities@northstarlcoc.org)

BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE NORTHSTAR LCOC WEB SITE. [www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications. Issues are in PDF format and may be printed on your color printer.



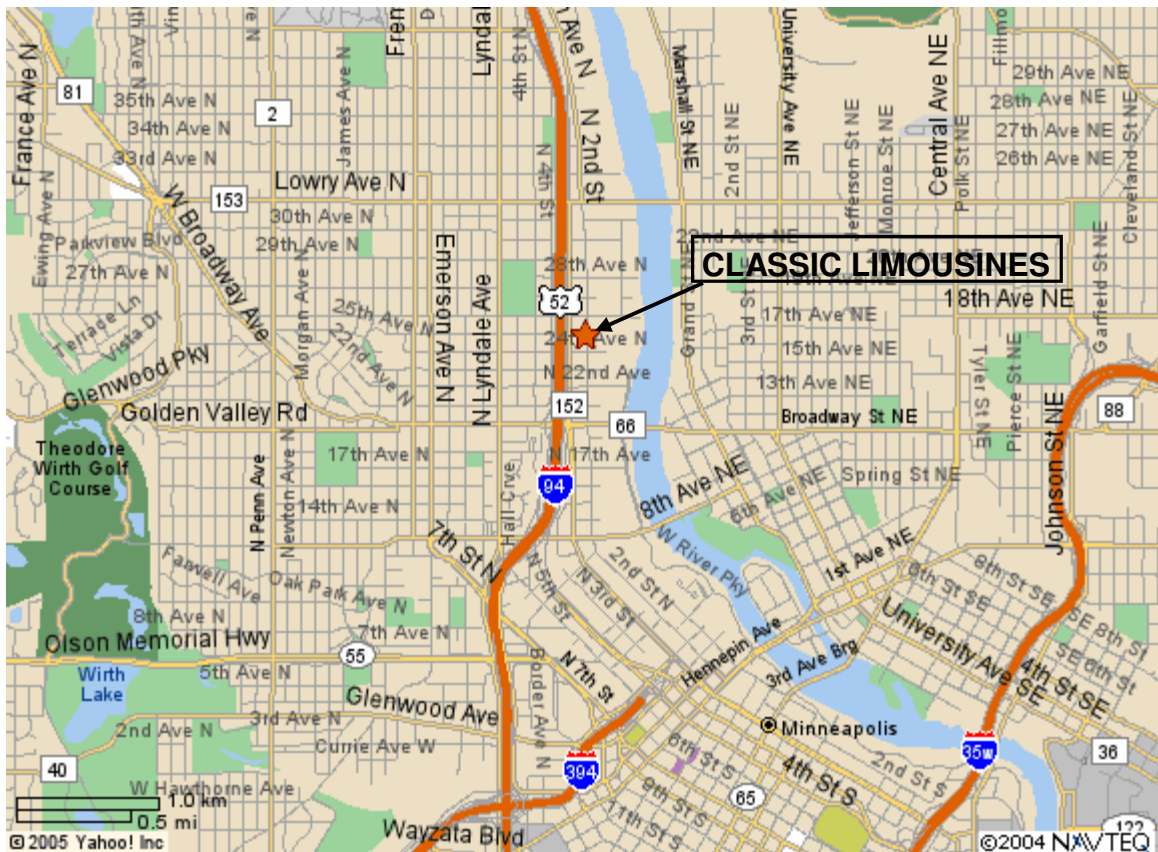
JOIN US, APRIL 17, 2005 AT CHICKADEE'S, 9900 VALLEY CREEK ROAD, WOODBURY FOR A "FAMILY STYLE BRUNCH." Meet in parking lot at 11:00 - 11:30AM, seating at 11:30AM. Great Service, Great Food, Reasonable Prices. Highway 494 to Valley Creek Road, East to #19 or Woodbury Drive. RSVP to Faythe Oberg at 651-739-9754 if you plan to attend.

What people are saying about Chickadee's....

Wonderful! The service was great and the food impressive. You get very good sized portions for your money. I had the spinach salad and the raspberry lemon pie - both were excellent! I even picked up a pie to take home. And the ladies loved the gift area.

The Sunday brunches are a bit like your grandmother's table on a very good day - the kind of day when you can get champagne with your breakfast. A great place for a date or to take your family. Ask for the Scottish Ale its worth the ask.

It's an odd idea to try to recreate the old-world atmosphere of an English country cottage in the middle of a suburban mall, especially when the enormous, window-lined dining space is more reminiscent of an airport waiting room -- but somehow Chickadee Cottage pulls it off. The reason is probably not the faux-English decor -- china knickknacks, dolls, ladies' hats and the like -- but the good, hearty food served in huge portions. Favorites are meat loaf, moussaka, the porterhouse pork chop and chicken and dumplings. In accordance with the British theme, afternoon tea is served, complete with scones and other baked delicacies. Sunday mornings feature an all-you-can-eat family breakfast, which includes fruit, homemade cinnamon rolls, scrambled eggs, wild rice sausage, ham and potato casserole.



## CCCA April 30th - Spring Tour

We expect to have a warm sunny day on Saturday, April 30th for the annual CCCA spring tour. As in prior years, we do not know the destinations, but the tours are always fun and interesting.

The starting point is Classic Limousines at 2501 North 2nd Street, Minneapolis. Be there by 8:00AM with coffee and donuts on 2nd Street. Plenty of street parking and a big lot across the street.

Fire up your Lincoln, either old or new and join your friends on what promises to be another great tour.