

My Pride and Joy....

As told by Bob and Nannette Roth...

It's always interesting reading this article with the stories of how our club members found their "pride and joys". The long tedious labor and cost has to be appreciated by all.

Ours is somewhat different as to how we obtained our '78 Mark V Designer Series...

We had a manufacturers rep agency and our vehicle of choice for the salesman was the Mercury Colony Park Wagon. As we did a great deal of demonstrating product, we needed this type vehicle. The Colony Park Wagon was an excel-

lent road car, very comfortable and of great design. We traveled over six states and felt our salesman should have a safe and comfortable vehicle.

We were hiring another salesman so I stopped at Prestige Lincoln Mercury in St. Louis Park, Minnesota to negotiate for another wagon.

When arriving, I saw on the sales floor, this beautiful Mark V and told the salesman to work up pricing on both the Colony Park Wagon and Mark V while I went home to get my wife Nannette. Now I knew this would not be an easy sell as Nan is similar to many women

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Bob and Nannette Roth's 1978 Designer Mark V

Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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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 Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

My Pride and Joy Continued...

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when you talk about cars. Well, needless to say when she saw the Mark, she could not turn it down.

I think the "Emilio Pucci" model has the best markings of the 1978 Designer Series. Lincoln had six models, Diamond jubilee (gold in color), Bill Blass (dark blue and tan), Givenchy (dark green) Emilio Pucci (moondust), Cartier (beige) and standard series.

What we liked about the "Pucci" model was the moondust color (light gray) exterior with the black vinyl simulated alligator landeau roof and the unique maroon stripes. The interior is a dove gray with maroon piping on the seats which makes it very attractive!

It has less than 11,000 actual miles at this writing and you would say "why"? Well, Nan drove it for

about six months but she had a very difficult time in seeing the rear fenders when parking. Because we loved the style of the Mark and the appearance of this car we decided to keep it as a classic. It never has seen the snows of winter and is driven only when the sun is out and now for the Lincoln car shows.



Bob and Nanette's 1978 Designer Series, shown in the rain at the 2005 Whitaker all Lincoln Show.

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Trivia from the Internet.



Harold Pitcairn
1897—1960

Spaniard Juan de la Cierva developed the autogyro, which resembled the helicopter, but used an unpowered rotor. This rotor autorotated as the autogyro was pulled through the air by a separate powered propeller. The craft required only a short takeoff run to build up sufficient speed to lift off the ground.

In January 1923, Cierva successfully flew his C.4 autogyro, which incorporated hinged, or articulated, rotor blades. By 1925, his development aircraft had become reliable, and he began to demonstrate it in France, England, and the United States. On October 20, 1925, his pilot Frank T. Courtney flew the autogyro at Britain's Royal Aircraft Establishment near Farnborough during tests for the

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Editors Message April 2006

The winter has gone by rather quickly and within the next week or two, Marion, Faithie and I should be able to open the garage doors and get the Cosmopolitan out for a drive around the neighborhood.



Faithie looking forward to a ride in the Cosmopolitan. Who doesn't like to ride in a Lincoln.

Our brunch at Billy's lighthouse was well attended, with thirty-six club members visiting over a good meal. The survey that we conducted with our annual renewal ranked food events fairly high. It seems as though the club would just as soon eat and visit as do anything else. Any suggestions for good places for brunches would be welcome.

We want to thank Bob Roth for letting us know about his original, well cared for Mark. Also, we recently received an article from Bill Juring, which we will publish in the May issue. Our club is about our members and our love of our Lincolns, both new and old, and we sincerely appreciate the effort it takes for you to put your thoughts on paper and get them to us.

Richard Serwat recently purchased a 1988 Mark VII from an older farmer in Elmore, down near the Iowa border. It

was love at first sight, and it just had to go home with him once he had seen it. As I have often mentioned, older Marks are very fine automobiles, capable of lots of miles, all in great comfort. These make very good tour cars and can be obtained at reasonable prices. Every now and then they will turn up for sale. Don't overlook one of these fine bargains. Often more affordable than other cars of the same era, Lincolns represent great value, no matter what the age.

I also want to thank all of you that have renewed your membership in the Northstar LCOC for another year. We would like to think that you are enjoying your membership in the club and that you perceive it to be of meaningful value. The Northstar board also wants to thank the members for their support in attending the various activities that have been held over the years. Working together we can make the club better and more fun for all of us.

At the end of April, we have two events, back to back. Saturday, April 29th is the CCCA Spring Garage Tour. Always fun, it is something that we all look forward to each year. On Sunday, April 30th, we have the brunch at Paradise Landing over at Balsam Lake, Wisconsin. Plan on making both of these events, you will not be disappointed. See the attached flyer for more information. May will see us back at Whitaker Lincoln-Mercury for the Annual All Lincoln Car Show. Let's have a good turn out for this one too. Maybe the weather will cooperate this year...

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

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British Air Ministry.

In December of 1928, Harold Pitcairn first brought the Autogyro to America. This aviation phenomenon, with its uncanny ability to make steep takeoffs without danger of stalling and to land nearly vertically with no-roll landings, had been developed by the Spanish aeronautical engineer Juan de la Cierva. Recognizing the potential of this aircraft, Pitcairn bought the American rights to Cierva's patents and soon Autogyros, as well as Mailwings were being turned out of the Pitcairn aircraft factory. Although the Autogyro did not become the commercial success that many hoped it would, the Pitcairn patents were purchased by Sikorski and utilized in developing the helicopter. Pitcairn Aviation, from its early mail route start, went on to later become Eastern Airlines.

Pitcairn-Cierva built three prototypes in the fall of 1929. These were the first autogyros manufactured in the United States. Two of the prototypes had all-steel, fabric-covered fuselages and

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March Board Meeting....

March 9, 2006

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, and Bob Roth. Other members present were Dave Bodziak and Faye Oberg. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that twelve survey responses have been received so far. The LCOC website is currently down. Bob has copies of the LCOC registration for the CCCA/LCOC meet at Gilmore MI on June 2 - 4, 2006.

Treasurer Harvey Oberg reported the treasury balance to be \$3,297.62 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have one hundred twenty renewed members. There are about thirty-five that have not renewed. Those who have not renewed will be called.

Projects Director Bob Gavrilescu reported that there were no new sales last month. Roger is going to check on lan-yards as a possible project.

Activities: 26 March will be brunch at Billy's Lighthouse, on Highway 12 just east of the city of Long Lake. Brunch starts at 12:00 noon, but if the weather permits, come around 11:30 for tire kicking. April brunch will be 30 April at the

Paradise Inn in Balsam Lake WI. Meet at Aamodt's Apple Orchard on County Road 15 north of Highway 36 at 10:00 AM to caravan. Saturday 19 August will be a caravan tour to Dick and Bev Koop's place in Verona WI.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at 7:00 PM, April 13 at Culver's Restaurant in Maplewood. Everyone is invited to attend.

Respectfully submitted by Secretary Roger Wothe from notes provided by Bob Gavrilescu.



Shown above is Director Bob Johnson's new custom built Lincoln Aviator. Specially prepared by Ford, to Bob's demanding specifications, this unique vehicle combines the best of both air transportation and the ability to motor easily around town. For some time, Bob and Mary have wished that their travel time on behalf of the Lincoln club could be shortened and accomplished with a bit more flair.

This remarkable new Ford product should be delivered to Bob by April 1st. and is expected to be a regular sight at the beautiful Schafer International Airport, located within walking distance of the Johnson home.

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one had an aluminum structure. One prototype crashed during takeoff on October 10, 1929, with Cierva piloting. The crash badly damaged the aircraft, but Cierva was unhurt.

In August 1929, the first public demonstration of a Cierva machine took place in the United States at the Cleveland Air Races. The two-person open cockpit aircraft cruised at 75 miles per hour (120 kilometers per hour) and had a top speed of 90 miles per



Inventor Thomas Alva Edison with Jim Ray, Chief Pilot of Pitcairn Aviation in 1930

hour. In 1930, an autogyro led an "air parade" during an airshow at Newark Airport in New Jersey. Later, a special demonstration was given for Thomas Alva Edison, who was enthusiastic about the device.

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Directors Message

by Bob Johnson

April 2006

Our March activity was a Sunday Brunch, March 26th, at Billy's Lighthouse, by Long Lake. Hopefully, Dave will comment on this Brunch else where in the newsletter. With the big snow storm we had on Monday, March 13th our spring activities with the Lincolns was pushed back a couple of weeks and the hibernation continues for our cars.

Our next event is a Caravan to Paradise Inn on Balsam Lake WI, on Sunday April 30th, with Brunch at 11:30 AM. The Paradise Inn was rebuilt about three years ago and is really beautiful; you will have to let me know what you think of the Eagles nest chandelier. We will meet at Aamodt's Apple Orchard parking lot at 10:00 AM., location is close to Stillwater on Hwy 36, then North ½ mile on Cty 15 or Manning Trail. We are still working out details for stopping at Frank and Marjorie Warner's Lincoln car collection in Centuria WI on the way home. Please RSVP to me by Thursday, April 27th, at 651-257-1715 or email arborbob41@aol.com. The spring season will be upon us, the trees will have started to leaf out into the gorgeous array of colors that means summer is on the way. The weather should be pleasant and a jacket hopefully will not be needed.

Check our 2006 activities schedule; we have many events that you will be able to do some cruising with your Lincoln this summer

If you never attended a National LCOC Car Show, the Eastern National Meet with the CCCA at the CCCA Gilmore Museum, Kalamazoo MI, June 2nd-4th will be well worth attending. Registration must be in by April 15th. You have to register with both the CCCA and LCOC. Please contact me if you need any help to get registration information.

Please send in your Membership renewal if

you have not done so yet, we still have over 25 members that have not renewed. Please help Dave to get this task completed so we can print our annual Region directory. We have many new members that have joined in the last year that will not be listed until the new directory is done.

We held our second North Star Region Board meeting at Culvers by Sun Ray Shopping Center on March 9th. Culver's has a private room for our use, good food and great atmosphere for members to enjoy while attending our monthly meeting. Now with the warmer weather you can drive your Lincoln to the meeting and enjoy a good meal in the process.

Remember to put Saturday, August 19th and Sunday, August 20th on your calendar for a caravan and over night trip. Dick and Bev Koop, have invited us to view his Orphan Car Collection and picnic in Verona, (Madison) Wisconsin, on Saturday, August 19th Jack and Marilyn Fletcher have invited us to caravan to Poplar Grove, Illinois, on Sunday, August 20th to attend the Lake Shore Regions Annual Picnic, held at Fletchers home, and a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum Call and reserve room now at Country Inn and Suites, 6275 Nesbitt Road, Madison WI, phone number 608-270-1900. Room rate is \$72.00 plus tax. When you call mention that you are with the Lincoln and Continental Owners Club to get the reduced rate. This is one event that will be the highlight of the summer, make plans to attend. Dick and Bev Koop have also invited the Lake Shore Region to attend their picnic.

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

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The autogyro had a few years of popularity in the United States. On February 12, 1931, the *Detroit News* placed the first order for a commercial autogyro in the United States, the Pitcairn PC A-2.



Amelia Earhart with the Beech Nut Autogyro 1931

On April 8, 1931, Amelia Earhart set a world's altitude record for autogyros, climbing to 18,415 feet (5,615 meters). And on April 22, the autogyro received more publicity when veteran Pitcairn pilot Jim Ray landed on the White House lawn and took off again for the ceremony at which President Herbert Hoover presented the Collier Trophy to manufacturer Harold Pitcairn "for the greatest achievement in aviation, the value of which has been demonstrated by actual use in the preceding year." Pitcairn built 51 autogyros in 1931 and developed a number of models for the U.S. Navy as well as some models intended for private owners.

The next major improvement occurred in 1934. A Cierva autogyro was devel-

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Pride and Joy Continued..

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The Mark has only been shown at one National show which was the Mid-America in 1996. We received a "second place" tie for our class and a score of 97.5 by each of the three judges. As this was the first time I ever attended a show of this type I didn't know what to expect. The car received the maximum 5 points for each category except for two. "Engine Room" received 3.5 points and "Undercarriage" 4 points with explanation "needs cleaning".

I later found out from others that what they possibly didn't know was what they saw was the overspray of the undercoating in the engine compartment and the black tar coating undercarriage.

I've thought many times about selling and then I uncover our Mark and decide to hand wash and put on another coat of wax. Hopefully we will be able to seriously think about traveling to some of the National shows and enter to see what it would do. No matter how it would be judged, we already have a have a keeper!

Our thanks to Bob for this story about his 1978 Mark V. Words and pictures cannot adequately describe the condition of this car. Suddenly, it is 1978 and you have the opportunity of seeing a brand new Lincoln Mark V. A lot of cars have had restoration and extensive work to make them look like new. Not this Mark, it is factory fresh. Few in this condition are left, this is one of them.

Billy's Lighthouse Brunch

Sunday, March 26th, brought the club together for Sunday Brunch at Billy's Lighthouse on Highway 12 at the edge of Long Lake. The sun was out with temps in the 40's. The food was good, all that was missing was a comfortable couch to nap on. That had to wait till we got home.



Ed Myhre and Bob Fitzsimmons enjoying the ambience of Billy's.



New members Richard and Jamie D'Angelo's Mark VIII.

Billy's provided the club with a semi-private area for us to dine in. It was close to the buffet line, which enabled many of us who are professional eaters to make several trips back for the fine fare. This was a first time visit for the Lincoln Club and it is a good location for our

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oped with a device to produce a vertical "jump" take-off. This brought the gyro's design much closer to the design of the true helicopter. The new device was successful, and for the first time, a rotating-wing flying machine existed that could actually lift itself vertically into the air.

The autogyro saw some use for airmail. On July 6, 1939, Eastern Air Lines began the world's first scheduled air mail service by a rotary winged aircraft, using a Kellett gyro to fly from the roof of the Philadelphia Post Office to the airport at Camden, New Jersey. This experimental service lasted about one year.

The various improvements to the gyro had allowed the development of the true helicopter. By the mid-1930s, the helicopter had incorporated the rotors and other components that had first appeared in the gyro. The gyro eventually faded away—replaced by true helicopters. But perhaps the true end to the gyro ended on December 9, 1936, when Cierva, who himself might have one day perfected the helicopter, died in an airplane crash.

Pitcairn would successfully sue the United States government to enforce his personal company and Cierva-licensed rotary-wing patents in 1951 as every helicopter, which the military purchased, was based on Autogiro control technology.

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A Few More Words About the Mark V's.

Rarely does a manufacturer turn out one brilliant design after another after yet another, but that is exactly what happened with the Continental Mark III, Mark IV, and Mark V series.

Spanning a period of more than 10 years, these cars set new standards year after year for design excellence, glamour, and prestige. Occupants received admiring glances from strangers by merely having the good fortune of riding in such fine automobiles. A smooth, solid ride and quiet cabin are areas where these cars excelled above the rest, calming passengers and isolating them from the turmoil of the world outside. Everything looked different through the tinted windows of a Lincoln Continental.

The 1977 Continental Mark V was an evolution of the Mark IV. A bit more squared off, it retained all of the Mark's trademark features, including the handsome chrome grille, concealed headlamps, and front turn signal assemblies mounted at the forward edge of the front fenders. In back, the deck lid hump returned, and the tail lamps were once again placed vertically, as they were on the Mark IIIs, in the ends of the rear quarter panels. The Opera Windows returned, as did the luxurious interiors, which were very similar to the Mark IV interiors, especially the instrument panels, which utilized the same basic layout and shape, but had some controls rearranged slightly.

The Designer Edition Marks made their second appearance in 1977, with new colors and trims chosen to awe Lincoln buyers. The Luxury Group options were expanded again to include additional color schemes, allowing Lincoln's customers to design

their own car. Front fender vents echoed vintage cars of days gone by, and looked particularly good on the Mark V. Sales skyrocketed as customers rushed to their Lincoln Dealers to buy the new Mark V.

It was more of the same for 1978, but a very special Diamond Jubilee Edition Mark V was available to celebrate Ford Motor Company's 75th Anniversary. Available in Diamond Blue or Jubilee Gold, these special Marks came loaded with almost every optional feature as part of the standard equipment list. Buyers shopping around for the best new car deal weren't likely to buy one, as the Diamond Jubilee Edition package added a whopping \$8,000 premium to the price of the car! A leather-bound tool kit was provided in the luggage compartment, and a matching umbrella was stowed away in a console storage compartment. A simulated diamond chip was laminated into the beveled glass Opera Windows, and real and simulated Ebony woodgrain inserts graced the interior panels. 5,159 Diamond Jubilee Editions were sold in 1978, and 16,537 Marks were equipped with one of the four Designer Series packages.

What do Lincoln, the color blue, and Tom Selleck all have in common? The 1979 Collector's Series Mark V! Lincoln's ad agency signed up Tom Selleck himself to appear in the printed advertising for the 1979 Collector's Series Mark V. This would be the final year for the traditional-sized personal luxury car, and the Collector's Series was Lincoln's way of commemorating the occasion,

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The Trial Examiner would find the government liable on March 5, 1966 in a 232-page decision where it was concluded, "Harold Pitcairn had been the key person in the development of the rotary wing industry in the United States, a true pioneer." Damages in the amount of \$31.4 million dollars were awarded on July 12, 1977, affirmed by the Supreme Court on July 23, 1977 with an additional award of \$600,000 for delay - a total of \$32,048,738, but it came too late for Harold Pitcairn.

On Friday, July 22, 1960, Harold Pitcairn was preparing for a gala occasion, the celebration of his brother Raymond's 75th birthday, undoubtedly thinking of the festive evening for more than 450 guests, the remarks he would make as master-of ceremonies and the honors and celebratory telegrams that had arrived from dignitaries including former president Eisenhower, industry and civic leaders. By all accounts Raymond's birthday was a glittering occasion on Saturday evening and Harold appeared in particularly jovial mood. After returning home Pitcairn went into his study which was located on the ground floor. Ever since the Lindbergh kidnapping on February 1932, it had been Pitcairn's nightly practice to check

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Mark V's continued...

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while giving buyers who wanted "the last of the big ones" something special to purchase. The Collector's Series was very similar in packaging to the Diamond Jubilee Edition of 1978, but was offered in Midnight Blue or White paint. A lighter shade of blue and a silver were also made available later in the year for the Collector's Series. The 460 V-8 that had propelled all Marks since 1969 was gone, leaving the 400 V-8, which was introduced in 1977, as the sole power plant.

The Mark VI that would follow for 1980 was a much-changed car; it would lose close to 700 pounds in weight, six inches in its wheelbase, and 14 inches in overall length. Still a great looking car, downsized to fit the demands of the time. But it didn't have that boulevard cruiser look, or the commanding presence of the Marks that preceded it. Somehow, it was missing something that it had once had. Sales dropped off sharply from 1979 as Lincoln's customers weren't totally accepting the new, smaller car. The 1979 Continental Mark V's were firmly ensconced in an era where bigger was better, and fuel economy didn't matter as long as the passengers inside were pampered. 1979 truly marked the end of an era at Lincoln. Eras may not be the end of time, but automobiles like the Mark V will never be built again. As the last traditional-sized production personal luxury car, the Continental Mark V was without question the best one to bid farewell to a form of motoring that will be missed by many for years to come.

Billy's Brunch continued

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members who live on the Western edge of the Twin Cities.



Dick Serwat's new Mark VII

Dick recently purchased his Mark VII from a older farmer near the Iowa border. It seems to be a nice well cared for LSC.



John and Dorothy Palmer's recently refurbished Mark VII.

The Palmer's also came the furthest, driving down from Barnum for the Brunch.

Door prizes were drawn, Dave Bodziak went home with a Lincoln wrist watch, and your editor won a very nice 1939 Zephyr cabriolet model. A handsome addition to my book shelf.

Don't forget, next month's brunch at Paradise Landing near Balsam Lake. We should have some nice spring weather by then, and perhaps we will see even more older Lincolns making the journey to Paradise Landing.

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all the accessible windows and doors with a loaded Savage .32-caliber semi-automatic pistol to ensure security for his family. His wife Clara assumed he would come to bed after making those rounds, but soon was drawn back to the study by the sound of a gunshot. Rushing down the stairs she found her husband dead at his desk from a gunshot wound to the head.

The circumstances of Harold Pitcairn's death remain unclear even after four decades. The death was immediately reported as a suicide by the media, but as asserted by Pitcairn admirers Frank Kingston Smith and Frank Anders, Jr. "police investigation disclosed that two shots had been fired; one had penetrated the ceiling directly over the desk in the ground floor study, another had struck Pitcairn in the eye." Pitcairn's widow Clara requested that the inquiry be ended, and she claimed that she never wished to speak of it again. Harold Pitcairn became, in the words of Frank Anders, the "Forgotten Rotorcraft Pioneer" – the only remaining part of his legacy being the check from the United States Treasury, and that was for contributions made to helicopter development.

From the Internet...

A Brief History of Daylight Saving Time

In mid-June, the sun rises at 4:24 a.m. in New York City, 4:16 a.m. in Chicago and 4:11 a.m. in Seattle – offering a little too much light for many sleepers. An analysis of energy savings shows that 25 percent of electricity in the home is used for lighting and personal items like TVs, radios and appliances. Each day of Daylight Saving Time promises a 1 percent drop in electricity usage.

While America has debated the merits of Daylight Saving Time for decades, it continues to be a source of fascination and confusion for many. Most Americans associate DST with farmers. In fact, the clock change was first championed by the Chamber of Commerce, led by metropolitan department stores.

"It was all about leisure shopping," says Michael Downing, author of *Spring Forward: The Annual Madness of Daylight Saving Time*. "Daylight Saving was adopted to make more daylight available after work as folks walked to their homes – to give them a better look at what was for sale."

First passed into law during World War I, DST was quickly repealed by Congress because of its negative impact on farmers, who ended up losing an hour of morning light – which meant less time to get their crops to market. President Franklin Roosevelt re-instated DST during WWII to conserve energy. After the war, some areas in the U.S. observed it, while others did not – creating chaos in train and airline schedules. Why turn back the clock at 2 a.m.? According to Downing, this was originally done to accommodate the railroads. The fewest number of trains were on the track at 2 a.m. on Sunday.

In 1966, the issue resurfaced as President Johnson signed the Uniform Time Act, an attempt to coordinate clocks in

all 50 states. The energy crisis of 1973 saw President Nixon signing the Daylight Saving Time Energy Act to give us year-round DST – a change the country almost immediately rejected. Since 1986, most Americans have been springing forward on the first Sunday of April in order to save an hour of daylight, only to fall back an hour during the last Sunday in October. With Indiana recently joining the DST ranks, Arizona and Hawaii remain the only non-observers.

Now, the Energy Policy Act of 2005 is stirring up more discussion as Daylight Saving Time will be extended by one month, beginning March 11, 2007. Downing notes that the change will be just another milestone in a long history that shows how little control we actually have over time.

Courtesy of Media.Ford.com

IMPORTANT NOTICE

OUR APRIL 13th BOARD MEETING WILL BE HELD AT CULVERS I-94 AND RUTH STREET WEST END OF SUN RAY SHOPPING CENTER EAST SIDE OF ST. PAUL MEET AT 6:00 FOR DINNER, WITH THE MEETING TO FOLLOW AT 7:00PM

East on I-94 to Ruth Street, turn left, cross over freeway. Right on frontage road.

West on I-94, exit at McKnight. Continue on frontage past Sun Ray Center.

Food tends to bring club members out. Lets see if we can improve on our monthly board meetings by meeting at a food place.

LCOC Eastern National Meet

LCOC Eastern National Meet and the Lincoln Experience, June 2-4, 2006

This is going to be a great event, if possible try to attend. The CCCA/Gilmore Museum is located in Hickory Corners, Michigan on 15 acres with 7 barns loaded with antique cars of all makes.



Photograph your Lincoln by this old tyme Shell Station on the Gilmore grounds.

Our hotel is in Kalamazoo MI, make your reservations now. Call the Kalamazoo Center, Radisson Plaza, 1-269-343-3333, and specify Classic Car Club Museum Rooms. The room Rate is \$99.00 per night, rooms will be held till April 15, 2006.

You must register with both the CCCA and the LCOC. You should receive a invitation from the CCCA by March 5th. If you do not receive an invitation please contact Katie Robbins, Registrar, PO Box 2213, Dearborn, MI 48123. To register with LCOC, contact Joanne Lower, email jjlower@usmo.com (primary) or Cell 314-409-4892, for meet packets.

REGISTRATIONS must be received by the 15th of April 2006. For additional information, please consult the latest issue of the Lincoln and Continental Comments magazine.

Great Automotive Buys...

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.



For Sale... 1954 Capri, 2 door hardtop, with power windows, steering, brakes. Many new parts included. Car runs, but needs much tender loving care. This represents a great value for a club member with talent and a desire to make a great car look good once again. Fairly offered at \$1,975. Call today and lets talk.

Gene Kauffmann, 330 Thurman St., Wells, Mn 56097. 507-553-3382.

Parting Out

1952 Lincoln Capri
Four Door Sedan

Call Gary Ofstedahl at 507-433-7649
For your needs

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

Ron Fenelon, club member, Alexandria, MN, 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 Both Factory Interiors Available...

1979 Mark V Collector Series Factory Kasman Blue Velour Interior Components. Both bucket seats, Seat adjusters available, both rear seat cushions. Padded leather console, padded leather dash cover, both dash face plates. In above average to good condition. Make me an offer (not ridiculously low!)

Call Ron Fenelon at 320-763-4197 or email rlf8536@rea-alp.com for more details on these Lincolns

*Something to buy - Something to sell.
We will display your ad here.*

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

STORAGE

AVAILABLE

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact
Gary Rosenwinkle

520-219-1550

Preview of Coming Attractions

The following include scheduled club events

April Sunday Brunch, Paradise Inn, Balsam Lake, Wis, April 30th 11:30 AM
Meet at Aamodt's Apple Orchard, highway 36 and Manning Trail at 10:00AM
April 9th, Onalaska, WI 30th Annual Swap Meet and Car Corral at Omni Center
LCOC Western National Meet, Scottsdale, Arizona, April 20th- 24th
CCCA Garage Tour, All Lincoln Club members invited, Saturday, April 29th, see last page.

May Saturday May 20th, 10AM to 3PM
7th Annual Car Show, Whitaker Lincoln - Mercury, Inver Grove Heights.
Willmar Car Show, Sunday May 21st. See attached flyer.

June Picnic Ray Nelson's, Princeton MN, Saturday June 17th, 11:30 AM
LCOC Eastern Nation Meet with CCCA, Gilmore Museum, Kalamazoo Michigan
June 2nd-4th, this will be the "Grand Lincoln Experience" with LOC and LZOC.

July 4th Annual Out State Car Show – Southern Minnesota
Bob Bliss Ford Mercury Lincoln, Northfield, MN further details in next issue.
Saturday night on Kellogg Blvd

August Caravan tour/overnight to Dick Koop's Orphan car collection, Verona, Wisconsin

September Annual Region picnic at Roger & Barb Wothe's Environments.
Sunday, September 24th 11:30 AM
LCOC Mid-America National Meet, Indianapolis Indiana, September 14th -18th

October 3rd Annual Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7th,
10AM to 3PM

November Year End Sunday Brunch, November 19th 11:30 AM, Machine Shed, Woodbury

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

BACK ISSUES OF THE NORTHSTAR NEWS ARE 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.

CCCA SPRING TOUR - LINCOLN CLUB MEMBERS WELCOME



CCCA April 29th - Spring Tour

Once again, we have been invited by our friends from the Classic Car Club to participate in their Spring Tour.

We expect to have a warm sunny day on Saturday, April 29th for the annual CCCA spring tour. As in prior years, we do not know the destinations, but the tours are always fun and interesting. We will see some great and interesting car collections, and spend some time with friends.

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. There is no better way to spend the day.

Paradise Landing, Sunday Brunch, April 30, 2006



Yipes! Still more fun on April 30th, 2006. Sunday brunch at Paradise Landing, Balsam Lake, Wisconsin. We plan on caravanning there. ***We will meet at Aamodt's Apple Orchard parking lot at 10:00AM. Highway 36 to Manning Trail, North 1/2 mile to Aamodt's. If you don't see any Lincoln's, you are not at the right place.*** Be at Paradise Landing at 11:30AM.

Paradise Landing, originally Paradise Supper Club, was built in the early 1900's as a social gathering place for the residents of Balsam Lake. People around here were pretty happy with that idea.

Then it burned down and people around here were kind of sad. Then it was re-built. Happy. Then it burned down again. Sad. Well, now a couple of the residents here, Dan and Kay Shimek, have decided to give it another go. Something nice, but relaxed. The way lake people are. Big enough for everyone around the lake to drop in. With food worth coming off your pontoon for. And maybe a couple extra fire extinguishers. Paradise Landing is noted for their good food, great service, and reasonable prices.