

NORTHSTAR NEWS

Pride and Joy



John and Lydia Trandem's 1976 Town Coupe

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.

A couple of years back, a friend (you know, the kind of friend who always finds cars you need to buy) notified me that there was a 1976 Town Coupe on Craigslist for sale near Foley, MN. I went online, found it, and made contact with the seller. He informed me that he had acquired the car from a service station which had taken it in for repair, only to find that the owner could not even cover the expense of their diagnostics. Unfortunately, in the process of finding what had gone so horribly wrong with the car, they had removed and torn down the engine to find a severe amount of bottom end bearing damage along with some equally severe top-end valve train damage. As the story goes, the

car had been purchased the previous year by a very proud new owner. It had been completely repainted, and the body side mouldings had not been put back on the car, which I find very appealing. The new owner had repaired or replaced nearly everything on the car, from tires to brand new dual exhaust with mild cherry bomb mufflers. The receipts were in the glove compartment, and he was very thorough in his efforts to make the car perfect. Unfortunately, things went wrong one day when he decided to show off his new exhaust by repeatedly revving the engine...until it stopped. That's where the shop came in, and in turn, the junk dealer I subsequently bought

(Continued on page 2)

This Issue Contains

Feature Car of the Month	1	Directors Message	4
Club Information Page	2	North Star Board Meeting Minutes	5
Editors Message	3	Northstar Region Events Calendar	15
Trivia	3		

Board Of Directors - 2011-2012

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	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	r1f8536@gctel.net
Projects Director	Bob Gavrilesco	H(651)488-3878	
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com
Publications/ Membership	Dave Gustafson	H(952)435-1919	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

Members and guests are welcome to attend the Board Meetings which are held the *first* 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.

Pride and Joy continued.

(Continued from page 1)

the car from.

I asked the fellow to send a few pictures of the car. They were very grainy cell-phone pictures, and did not do the car justice. I decided that it would need too much work, and that I would let this one go. It wasn't long before I heard from the same friend that the price had dropped, and that if it didn't sell in the next few days, it would be going to the crusher. So I made another call, and arranged to take a trip.

My friend Ken, and I left Fargo early one January morning with a temperature around -20 and a 30+ mph wind. When we arrived, it was clear that the car was in much better shape than I'd imagined. No dents, no dings, no chips, the paint-job was great, the leather interior was next to perfect, even the original vinyl top was in excellent condition! The only rough spot was some minor abrasions on the rear bumper (for which I am still seeking a good replacement), and the fact that it didn't have an engine! I made the deal and we began the process of ratcheting it up onto the trailer. It was bitterly cold, but the effort it took to lug that nearly 3-ton car up the ramps warmed us up a little bit! Since the engine and battery were out, I had no way of knowing if any of the power accessories were working, and the guy selling it had no idea as the engine was out when he got it. It was a leap of faith, but fortunately, one that paid off.

I deposited the car into my cold storage shop where it sat until Spring. When the sun came out I drug it into my work area alongside a '77 Town Car with a bad body but a great running 60,000 mile 460 intact. Over the course of the next three days I removed the 460 from the donor, and dropped it into the green coupe. At this point I would like to pause and make a suggestion to those of you who want to take on such projects: have a friend. Although it was not the most difficult transplant I have ever done, it would have been MUCH easier and less dangerous with an extra set of hands nearby! The only compatibility diffi-

(Continued on page 6)

Editors Message

April 2012

Trivia from the Internet



100 years of Oreo
1912 - 2012

Oreo is a trademark for a popular cookie sandwich by the Nabisco Division of Kraft Foods. The current design consists of a sweet, white filling commonly referred to as 'cream', sandwiched between two circular chocolate or golden cookie pieces.

Over 491 billion Oreo cookies have been sold since they were first introduced, making them the best selling cookie of the 20th century. Its most recent packaging slogan is "Milk's Favorite Cookie", which is a slight change from the original, "America's Favorite Cookie" (though some packages in the U.S. still use the original slogan).

The Oreo cookie

(Continued on page 4)

While March certainly flew by. Now you see it, and now you don't. We have moved ahead to Daylight Savings Time, and with the longer days, coupled with the nicer weather should provide more opportunities to take our favorite Lincoln(s) out for a drive. For the record, on April 1, the day begins at 6:54AM and sunset is 7:40PM, and on April 30, we have sunrise at 6:04AM, with the sun setting ending its daily trek across the sky at 8:16PM. So, no excuses about not enough time to take your Lincoln out, even if its just around the block.

Last month, we mailed out a flyer for the Eastern National Meet which is being held at Chattanooga, TN, May 16 – May 19. This promises to be an exceptional show, to be held in an exceptional town. While our activities are going on, there will be the added benefit of a Chrysler show also there at the same time. We have been invited by the Chrysler club to come and see their cars and hopefully they will enjoy the beauty of our Lincolns. Many of you know that Marion and I have two Chrysler Imperials, a 1951 and a 1956, both very unique cars in their own right. I hope to squeeze out some time to go down and attend the ENM and take in a little of the Chrysler show too. Please give

some consideration to attending this very interesting meet. You will have a lot of fun and get to meet some very great folks. Details are available on the LCOC website. Be sure to get your reservations in early, as the deadline is rapidly approaching.

We have included the observations of Pat Corbett, Director of the Texas Lone Star Region, regarding the LCOC annual board meeting in Orlando. Please take the time to read it. He makes some very good points and if we want the LCOC to continue, we really have to "work at it." It is a lot like running a small business, in that you have to make some money (over and above what your expenses are) every day you open the door, just to continue to stay alive. For the LCOC, we must



Sweet Faithie celebrated her birthday this past St. Patrick's day by taking a drive over to the local Dairy Queen with her mom and dad. She is enjoying a small dish of vanilla DQ. From the look above, it really must taste good.

add new members every month to continue to exist. And getting folks to join is something we are all responsible for in one way or another. If you have any ideas to grow our club, please let us know. We can use all the help we can get.

Now, class dismissed, go out and have some fun driving your Lincoln around your neighborhood.

Till next month, David, Marion and Sweet Faithie, the Samoyed.

(Continued from page 3)

was developed and produced by Nabisco in 1912 at its Chelsea factory in New York City. The original design of the cookie was simpler than the current design, with a wreath around the edge of the cookie and the name "OREO" in the center. In the United States, they were sold for 25 cents a pound in novelty cans with clear glass tops. A newer design for the cookie was introduced in 1924. A lemon filled variety was available briefly during the 1920s, but was discontinued. The modern-day Oreo design was developed in 1952, perhaps by William A. Turnier, to include the Nabisco logo.

Oreo is very similar to the Hydrox cookie manufactured by Sunshine, which was introduced in 1908, leading to speculation that Nabisco obtained the idea from Sunshine. Having lost market share to Oreo for years, Hydrox cookies were withdrawn in 1999.

The product is distributed in the US under the Nabisco brand name. In Canada, it is marketed under the Christie brand name.

The Oreo was origi-

(Continued on page 5)

Directors Message by Bob Johnson

April 2012



Spring is here, and what a fantastic March, I have had my lawn mower out and have been busy chopping up leaves. Now all I have to do is rake them up and then I will be ready to cut grass on April 1, and that is no joke. Last year I was going to paint our house, but my sore hip delayed that until this year. For the last two weeks, I have scraped and primed several areas on our house getting ready to paint. Due to the unseasonable weather, I am about 6 weeks ahead of schedule. Now that my yard has firmed up,

I will be able to get my cars out of the back garage and start prepping them for Morries car show, then it's on to Bloomington.

On March 18, our Sunday brunch was at Jake O'Conner's Public House in downtown Excelsior. We had 24 members attend on a beautiful spring day. Bruce Nichols from Madison, Wisconsin attended our brunch while he was visiting his daughter, who lives here in the Twin Cities. The atmosphere at Jake's, with all the beautiful wood work was awesome, and the food was pretty good too. Our events provide an excellent opportunity for our members to meet one another, and work to build continuing interest in the club. Try to attend as many as possible.

On Saturday, April 14, at 9:00AM we will be doing a detailing seminar, by Ken Sampson in Roger Wothe's car garage. The address is, 6317 Cambridge Street, St. Louis Park MN 55416. Ken is prepared to answer your specific questions about what and how to do certain tasks to get your car ready for the Mid-America Bloomington meet in August.

Our fourth annual Lincoln car show will be at Morries, Minnetonka Ford Lincoln, on Memorial weekend, Saturday, May 26, 10:00 AM till 3:00 PM. This year, we will have a judging seminar during the car show for you to see on what and how your car could be judged. Put this date on your calendar and bring your Lincoln to Morries, we will have several members that can answer your questions about showing your car at our Mid America National Meet in Bloomington, August 15-19, 2012.

Dave still needs "My Pride and Joy Articles". We always need car articles, please take the time to write about your Lincoln. Dave will help you any way possible. "My Pride and Joy" articles are the backbone for our newsletter and we really would appreciate you writing an article about your car. New Lincolns or old, we love to read about any of them. Over the past eleven years we were able to learn about many fine Lincolns, their great owners and what the motivation was to own that particular year and model. And the connection is completed when you get to see the car close up and meet the owner in person. **PLEASE** take some time and write about your Lincoln, we would really like to read about it.

If John Trandem hadn't written about one of his cars this past week, we would not have had a article for this month's newsletter. The story about John's 1976 Town Coupe has even more history. This same car was at our second annual 2010 Morries Lincoln car show, driven by Brad Koste, Princeton, MN. At that time he tried to sell it to the dealership. I remember the car because of the muffler system and the sound the car made. From the picture that John has with his "Pride and Joy" article, his car sure looks a lot better now than it did back in 2010. What a difference it makes when a car is finished and detailed by a professional. Thanks

(Continued on page 7)

March Northstar Board Meeting

March 1, 2012

Regional Director Bob Johnson called the meeting to order at Culver's in Maplewood at 6:55 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Tom Brace and Jay White. Other members present were Mary Johnson, Brian Carlson and Faye Oberg. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson discussed that Meet packets were emailed or mailed to most North Star Members, about 75 meet packets were emailed to interested LCOC members. As of March 1st we have commitments for 52 cars and 86 members coming to our Bloomington meet. Other LCOC members who say they will come is another 25 cars and 48 members. Possible attending is estimated at 28 more cars and 54 more members. The total forecast for Bloomington Meet is 105 cars and 188 members. Our members lighted acrylic and engraved Lincoln car plaques will be used as table center piece decorations for our Bloomington Meet Awards Banquet on Saturday night, August 15. Banquet tables will be named with Lincoln model names instead of numbers. We have 15 of the needed 25 Acrylic Lincoln car plaques now and Bob Johnson will be calling members to see if they will order plaque of their favorite Lincoln. These will add a individual touch, to sit at a table featuring a club members own Acrylic car plaque.

Activities Director Jay White has scheduled a Sunday Brunch on March 18th at Jake O'Conner's Public House in Excelsior, MN at 11:30 AM. Ken Sampson will do another Detailing Seminar at Roger Wothe's garage on Saturday April 14th at 9:00 AM. Jay also mentioned that Vescio's Italian restaurant in St Louis Park would like to host a car show with our club. A schedule of upcoming activities will be posted in the newsletter. Jay suggested several other activities to be considered.

Treasurer Harvey Oberg reported the treasury balance to be \$3,620.84 with all bills paid.

Membership and Publications Director Dave Gustafson reported that so far 102 membership renewals have been received. Again, he needs more "My Pride and Joy" articles. Member Brian Carlson has purchased a 1921 Lincoln Dealer package that will make a very interesting article in a future newsletter.

There being no further business the meeting was adjourned at 7:35 PM. The next meeting will be at Culver's in Maplewood on Thursday April 5th at 7:00 PM.

Respectfully submitted by Bob Johnson for Secretary Roger Wothe.

(Continued from page 4)

nally called the Oreo Biscuit. The name was later changed to the Oreo Sandwich in 1921. In 1948, the name was changed again to the Oreo Creme Sandwich. It was then changed to the Oreo Chocolate Sandwich Cookie in 1974.

There are many theories pointing to the origin of the name 'Oreo', including derivations from the French word 'Or', meaning gold (as early packaging was gold), or the Greek word 'Oreo', meaning beautiful, nice or well done. Other theories are that the 're' from cream was 'sandwiched' between the two Os from cookie, or the word 'just seemed like a nice, melodic combination of sounds'. A TV spot for the Got Milk? campaign showed a false etymology where, when at a board meeting to decide the name of the cookie, one of the members is asked for his opinion; the member, who just ate a cookie and does not have any milk to wash it down re-

(Continued on page 6)

More Pride and Joy

(Continued from page 2)

culties I encountered were the alternator, fuel pump, and carburetor, which are slightly different from '76 to '77. I used the '76 alternator to match up the wiring, the '76 fuel pump as it has a vent hose, and the '76 carb. Other than that, everything fit up and plugged in!

After checking all the hoses and lines it was time to drop in a battery, a little gas in the carb, and fire it up. I wasn't surprised when the motor started as I had driven the '77 into the shop just days earlier, but was delighted with how nice it sounded through the custom exhaust. It was mellow, but the duals the previous owner had installed had a delightful rumble!

Time to check the electronics! All the gauges worked, the power seat worked, the heater controls worked, along with the freshly charged A/C, all the lights worked, inside and out, even the power moon roof worked! When I took the car for its maiden voyage it drove just like a Lincoln should! Even the cruise set and held. The only cosmetic matters I had to address (other than the bumper) were to give it a good buff and polish, and to replace the wheel covers with polished aluminum Lincoln wheels.

Lydia and I have enjoyed driving the car to various cruise night events and just around town. I am very thankful to my friend for (forcing) me to save this gem from the crusher!

Editors note: Our thanks to John and Lydia for this great article. We tend to overlook what great cars Lincoln made in the '70's and '80's. It is time to start collecting them. There is one out there for you somewhere.

Testing the 75 Lincoln

We recently came across an article from an old Road Test magazine. It compared the top three luxury cars for 1975, Lincoln, Cadillac and the Imperial. The test of the Lincoln was interesting, especially with what the writers thought was important 37 years ago, to what we think matters most today. Here is the Lincoln portion of the test.

The Lincoln Continental has for years been clawing tooth and nail at Cadillac's lead in the luxury-car market, attacking first with totally different engines (as in the V-12), then with styling, and finally with "the quietest car" concept. And, before we go any further, we have to say that Lincoln-Mercury is absolutely right: the Continental is the quietest car we've ever tested, with a reading of 65dBA at 70 mph.

Naturally, it simply isn't enough to build a *quiet* car to win in the strange world of luxury car sales: you've got to have that "class" feeling, that special quality that tells the customer that he really has only one choice for a true blue-blood of a luxury car. And, that is where Lincoln has historically been behind Cadillac.

For 1975 the Lincoln designers have done nothing extraordinary to their Town Coupe, simply carving a new bezel here or rearranging a texture there. It is the first time the car is catalytic converter-equipped. Though, and that's important, because the Lincoln was the hands down winner in the High Class Hot Rod sweepstakes: it blasted, tires burning and exhaust belching out that cleaned up air, down the strip to a quarter mile time of 17.12 seconds and 81.37 mph. Zero to sixty rolled by under the big Lincoln's Michelin X radials in 9.5 seconds, the best this year. Top speed was an observable 124 mph. Hot stuff for a luxury car, eh?

(Continued from page 5)

sponds "I don't know," which is heard by the board member as "Oreo." "Oreo" is also similar to the Greek root for appetizing as in orexin or orexi-genic (appetite stimulating) or anorexic (loss of appetite).

Nabisco began a marketing program in 2008, advertising the use of Oreo cookies in a game called DSRL, which stands for "Double Stuf Racing League." The DSRL was introduced one week prior to Super Bowl XLIII. This sport had also been endorsed by football brothers Peyton Manning and Eli Manning. Sisters Venus and Serena Williams have also joined, and challenged the Mannings to a race, which aired in an ad on January 18, 2009. Another campaign started for Golden Double Stuf Oreo cookies with the brothers being challenged by Donald Trump & "Double Trump" played by Darrell Hammond; the date for this competition was January 24, 2010. The Mannings won in both

(Continued on page 7)

(Continued on page 7)

More Bob Johnson

More 75 Lincoln

(Continued from page 6)

cases. A new ad campaign is currently revolving around a 'Hooded Menace' threatening to take over the Double Stuf Racing League, and Eli Manning and Stuffy (the DSRL mascot) needing some help airing beginning on or around September 14, 2010. Six days later, it was announced that Shaquille O'Neal and Apolo Ohno joined Oreo Double Stuf Racing League vets Eli Manning and Venus Williams.

Nabisco also held a worldwide Oreo Stacking Competition. Jordan White from the United States won the final contest.

In 1990, singer/songwriter/parodist "Weird Al" Yankovic wrote a tribute to the Oreo, titled "The White Stuff", a parody of the New Kids on the Block single "You Got It (The Right Stuff)". The song focuses on the virtues of the creme inside an Oreo.

In 1985, songwriter and blues musician Lonnie Mack wrote a song titled "Oreo Cookie Blues" for his album Strike Like Lightning. The song is focused on

(Continued on page 8)

(Continued from page 4)

John, for writing and sharing your story with us. 2010 was the year we set a record for having 48 Lincoln's at one of our Region Lincoln Car Shows.

In January Dave Gustafson sent out our North Star Membership renewals for 2012. We still have a few members to renew, please do it now.

Our Bloomington Meet packets are now ready. If you have not received one by mail or email. You can download from our www.Northstarlcoc.org or National www.lcoc.org web site. Call 952-473-3038 or email Roger Wothe at rwothe@mchsi.com to mail or email you a meet packet if you need a printed copy.

Please call our Park Plaza hotel to reserve your rooms now for August 15-19, 2012, at 952-831-3131. Room with free breakfast is \$99 plus tax. If you want to upgrade to a really nice suite, you can get one for \$114 plus tax, and with a free breakfast. Please reserve your hotel room now. As the hotel advises us of current reservations, we can do some advance planning before we receive your completed meet registration forms. By sending in your paid meet registration to Roger Wothe before June 1, 2012, you will be eligible for a drawing of one free room night at the Park Plaza hotel. Register early, you may win. Making your hotel reservations and sending in your meet packet will make for a more successful event for everyone.

As of the end of March, LCOC and Northstar region response has been very good. We are estimating about 100 Lincolns and 200 People will attend our Bloomington Meet. Let's pray that gas prices do not go over our current price.

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

(Continued from page 6)

Well, in truth, that's exactly why the Lincoln has never fared as well on the market square as the Cadillac: it still has a reputation for being a little avant-garde, a little bit too golf course/country club/ Las Vegas-eccentric for the Cadillac buyer. The Lincoln confers status on its buyer—all three cars will do that, almost without effort- but the status is of a subtly different nature than the Cadillac's.

Whatever the difference in how the psychic dice are loaded by the cars, we found the Lincoln to be the most "luxurious" of the three cars, the most comfortable, and the easiest to drive. How's that for putting the cards on the table?

In specification, it is identical to the Caddy and Imperial: it has the same power goodies, automatic lights, intermittent wipers, cruise control, power door locks and so on, but they are all put together in a very well styled and even—believe it or not—ergonomically sound package.

For instance: all the power controls available to the driver or passenger are mounted on the armrest, which means that adjusting the seat can be done without fumbling for the three little knobs controlling direction as on the Imperial and Cadillac. This single small thing had more comment than any other single facet of our test cars (except their size) and was the most liked. It's that kind of thinking that makes the Lincoln easier to live with. Of course, the other features are functionally the same as on the Imperial/Caddy, but how and where they are used is different, and in most cases better.

Like the cruise control, which is activated by two rocker switches on the steering wheel spider: the driver can switch the car in and out of cruise control and even accelerate or decelerate *without* taking his hands off the *wheel*. Not only is the Lincoln's system simpler (both the Cadillac and Imperial systems use a button on the end of

(Continued on page 8)

Testing the 75 Lincoln continued

(Continued from page 7)

how much the narrator of the song loves the Oreo cookie.

*In 2010, the country singer Abi Lester recorded a song on her *She Dreams* album written by Bob Carlisle called "Flaming Red" in which the line "I'd take a long bath, turn the radio on, and sing really, really loud to all my favorite songs, eat a whole box of Oreos in my bed" appears.*

Oreo cookies were introduced to Chinese consumers in 1996 and sales gradually grew in the fast-growing Chinese biscuit market. In 2006, Oreo became the best-selling cookie in the People's Republic of China, after altering its recipe to have a lower sugar content to suit local tastes. Kraft Foods also introduced smaller size packages of Oreo cookies that became more affordable to the majority of Chinese consumers. Kraft began a grass-roots marketing campaign in China to "educate" Chinese consumers about the American tradition of pairing milk with cookies. The company created an Oreo apprentice program at 30 Chinese universities that drew

(Continued on page 9)

(Continued from page 7)

the turn indicator stalk plus a main switch) but easier to use. thus insuring that it *will* be used. and thereby help fuel consumption.

The other interior details on the Lincoln were just as impressive. It was, in fact. the only car to really *look* classy. to say elegance in no uncertain terms. (Even the flank-bumper strip has an embossed rococo pattern). Our test car was white with a light beige interior. nearly the classic white-on-white. and it was a visual and tactile knockout: we felt like we were in some Age of Reason Parisian parlor, about to meet Voltaire.

Much thought has obviously gone into the dashboard design: the speedometer is of the ribbon variety, with a red tip to mark the speed, and little details like the different shaped knobs for the lights and wiper (round for the lights, hexagonal for the wiper), which are the only things obscured by the steering wheel, tell you that somebody actually sat in the car and realized one dark night that it's annoying as hell to fumble around for the lights and have the wipers come on.

The seats themselves are very comfortable, with just the right support *where* you need it and plenty of adjustment leeway. Instead of the single armrest typical of the other two cars, the Lincoln came with two: one attached to each seat. and we felt it was a good idea spoiled by reality, since splitting them made them so thin that without a load on them they vibrated at higher speeds, producing a visual irritant to mar the peace of the interior. And, when we say peace, we mean it: sometimes—at idle—we weren't sure if the engine was running or not.

Like the Imperial. the Lincoln had a cavernous rear seat, and the appointments there were as good as the rest of the car. The rear seat passengers, in addition to having their own cigarette lighters, also

had their own map lights (a feature shared with the Imperial), and so did the front seat occupants, who had not only an overhead dome light, but also aircraft type

The rear seat passengers, in addition to having their own cigarette lighters, also had their own map lights (a feature shared with the Imperial). and so did the front seat occupants, who had not only an overhead dome light, but also aircraft-type reading lights. Visibility out of the large greenhouse of the Continental was excellent, the best of the three cars, although that blind spot behind the opera window was just as annoying on the Lincoln as on the Cadillac. Like the Imperial, the Continental had peaked fenders. which greatly aided parking . . . *anything* to help overcome the bulk of the cars in delicate maneuvers is welcome.

Trunk space on the Lincoln was as expansive as on the other two cars. but with a difference in that it was deep as well as wide: putting bags of groceries down into the trunkwell was like burying them.

Strangely enough, if the Lincoln has an Achilles heel, it is the car's chassis. It is odd that a car so quick should be so ungainly, but we found it to be so. On the skid pad the engine starved and stalled occasionally. and the car leaned like a wounded white whale as it slowly wound its way through the transient response course. spewing gasoline out its gas cap all the while. But, the biggest blow to the car's performance chart fell at the drag-strip, where, after laying down several quick quarter miles, we began the brake tests and found a 5200 pound sled.

As soon as you stood on those four disc brakes. it would start to stop, wallowing all over like a crated hippo, until it finally came to rest, usually over 200 feet from where we had applied the brakes. It was a sweaty-palms maneuver all the way,

(Continued on page 9)

*Still more 75 Lincoln**(Continued from page 8)*

6,000 student applications. Three hundred of the applicants were trained to become Oreo brand ambassadors, and some students rode around Beijing on bicycles with wheel covers resembling Oreo cookies and handed out cookies to more than 300,000 consumers. Others organized Oreo-themed basketball games to reinforce the idea of dunking cookies in milk. Television commercials depicted children twisting apart Oreo cookies, licking the cream center and dipping the chocolate cookie halves into glasses of milk.

Over the period of 2006-2007, Kraft doubled its Oreo sales in China, making China the second-largest Oreo market globally behind the United States. With the help of those sales, Oreo revenue topped \$1 billion world-wide for the first time in 2007.

Oreo introduced new flavor varieties from 2008 through 2010. Oreo with strawberry creme filling was introduced in 2009 and Oreo Ice Cream flavors were introduced in 2010. Oreo Ice Cream flavors included Vanilla and Green Tea ice cream fla-

*(Continued on page 10)**(Continued from page 8)*

but we finally got a 191-foot run from the car. Stopping from 60mph in 200 feet just does -not belong in 1975: it is more like 1955. when cars had I-inch drum brakes and two-ply El Cheapo tires. For a car with those Michelins, huge vented discs and "Sure-Track" diagonal braking system, to stop like a '55 Wallower is just too much. That experience soured our day with the Lincoln, and we hope the next one we test will be better. What it means to the Lincoln driver at that he'd better be acutely aware of the developing traffic situation if he's moving very fast, or else he'll collect a lot of somebody else's tail section.

We had an additional problem that baffles us still. The Lincoln is equipped with the same auto-on, auto-off lights that the others were, and one night, after shutting everything down and noting the lights go off and the shutters start to come down over them, we walked away. We shouldn't have, because when we came back the next morning, the shutters were halfway down and the lights were off. but the battery was flat as a billiard table. We recharged the battery and after awhile the car worked fine, but the little incident points up one thing about these cars, that the potential buyers should be aware of the complexity of the systems designed to save you from winding up your windows and turning on and off your lights draws the inevitable toll in reliability. Now, that is not to say that these cars are unreliable; quite the contrary, they're built like pill boxes, but the chance of a component or system failure obviously goes up with the degree of sophistication, and these car's support systems, although simple in concept, are as complex in the flesh as an Apollo spacecraft's. Just in our test period, we noted several minor mal-

functions with each car; nothing to get excited about, but then these were new cars... the obvious question is, what happens in 50,000 miles? There is no reason to suspect that the major components, the engine, gearbox, differential would not last that long, but the little gadgets all over the car could be a different matter.

One system that worked flawlessly on the Lincoln was the cruise control, which is primarily responsible for the **13.1 mpg** figure the car achieved for an overall number. That means that with the Continental's 24.2 gallon tank, you can squeeze at least 317 miles from one tank of unleaded. That 460 cid V8 has a lot to do with that, of course, since it is, believe it or not, is one of the more efficient engines in Ford's stable.

We said in the introduction to this test that owning one of these cars was like displaying a huge credit to the world. That is true most of all in the Lincoln, despite the sales figures. We got more admiring glances of the "someday, boy. I'm gonna have one of those" variety with the white Lincoln than we did with either of the other cars. Everywhere we went, people openly stared, something we found hard to get used to in a big car, which are usually invisible on today's roads.

It all comes for a price, thought. The Lincoln was the most expensive by almost a thousand dollars of our test cars, with an options list as long as your arm. It was loaded, so much so that you'd have to go to a MKIV to jump a rung on the LM ladder of luxury. Still, it could be argued that up in the thin air of the ten grand cars an extra eight hundred bucks is unnoticeable. Maybe so, the Lincoln certainly isn't. Look out. Cadillac.

(Continued from page 9)

vors. "Double-Fruit" flavored fillings, orange and mango or strawberry and blueberry, are also available. Mini Oreo, a smaller version of the original cookie, were introduced to China late in 2010.

According to a statement from Kim McMiller, an Associate Director of Consumer Relations, a two-stage process is used to make Oreo cookies. The base cake dough is formed into the familiar round cookies by a rotary mold at the entrance of a 300-foot-long oven. Much of current Oreo production is done at the Kraft/Nabisco factory in Richmond, Virginia. Oreo cookies for the Asian markets are manufactured in Indonesia, India and China. European Oreo cookies are made in Spain.

No matter how it got named, over 362 billion Oreo cookies have been sold since it was first introduced in 1912, making it the best selling cookie of the 20th century.

From the internet

Bob Johnson Campaigns For Congress



I Want Your Vote For
Bob Johnson

There is a tide in the affairs of men. Which, taken at the flood, leads on to fortune; Omitted, all the voyage of their life Is bound in shallows and in miseries. On such a full sea are we now afloat, And we must take the current when it serves, Or lose our ventures. Julius Shakespeare, Macbeth. Our good friend Bob Johnson is now at one of those crossroads of life.

Several years ago, Howard Johnson, Mayor of Shafer, MN, amazed at the many accomplishments of their home town hero, Bob Johnson, modestly suggested that Bob might consider running for an elected office. With the Shafer International Airport running successfully; Bob's Shafer Lincoln agency selling so many Lincolns that the factory is rationing his supply; Llama Land is over the top, due to Bob's producing a CD featuring a chorus of very contented Llamas humming. You haven't experienced anything until you have listened to 10 llamas, in perfect pitch, humming Amazing Grace. This CD is now one of the top downloads on the Apple itunes web site. And last, but not least, the once moribund LCOC has turned a corner and is now rapidly moving ahead to new membership levels, with a slate of programs that appeal to young and old alike.

As they say, success breeds success, and with that in mind, Bob has decided to throw his "hat in the ring" and run for Congress from Minnesota's 8th district. The present incumbent does have some skills and is also very young. Will this be an easy race? To quote the time worn adage, "Old age and treachery always overcomes youth and skill". Bob surely will succeed.

Bob also plans on campaigning on the following platform. A Lincoln in every garage, Two dollar gasoline and great times for all. The election by all measure should be a landslide.

Campaign Central is located next to Shafer Motors, 75 Wistful Vista, near the intersection of Bob Johnson Boulevard, in downtown Shafer, Minnesota. Beautifully festooned in red, white and blue bunting, you can't miss it. Stop by and pick up your free lawn sign or some very beautiful bumper stickers, picturing Bob and Mary in their classic Mark VII. The Llamas will be there, see them and register to win a beautiful hand knit scarf made from Llama yarn. Well known photographer, John Walchak will be on hand to take your picture next to one of the fine looking Llamas. Also, there will campaign buttons which, by this fall, will surely be collector items, espresso, and scones for everyone, and all youngsters will be given a free puppy to take home. Bob and Mary look forward to seeing all their old friends and meeting some new ones.

Campaign offices should be open and in full swing on **April 1st.**

A MOVING STORY by Francis Kalvoda



As many of you know, June 8, 2012 will bring a major change in my life. Micki Zent of Bismarck and I will be married at St. Mary's Catholic Church in Bismarck, North Dakota. Micki initially planned to move to Willmar but now there may be advantages for Micki and I to live in energy rich North Dakota. Legislative proposals for eliminating property taxes for North Dakota residents are being considered. Since we both own land in North Dakota, moving there may have an attractive tax advantage.

I know several car enthusiasts across North Dakota and we have recently discussed starting a Lincoln Club called the Bis-MARKS. This club would welcome all Lincoln models but will emphasize the Lincoln Continental MARK Series. It is my hope that the Bis-MARKS will form a new chapter of the LCOC (Lincoln and Continental Owners Club). An eastern suburb of Bismarck is 'Lincoln'. Across the Missouri River from Bismarck is Fort Abraham Lincoln. Henry Leland named the Lincoln motorcar in memory of Abraham Lincoln.

This seems like a perfect area for a Lincoln Car Club. Instead of Car Buffs Breakfasts, I plan to start 'Continental Breakfasts' for Bismarck area car enthusiasts. The North Dakota oil boom is bound to encourage car buyers to upgrade to Lincoln. The market for the MARK LT pickup already is huge in North Dakota. Between Paul and Deb Andahl of Bismarck, Micki and myself, we own four Mark Lincolns.

We plan to promote the Bis-MARKS at the June 10 Buggies & Blues Car Show in downtown Mandan, ND. This is the largest outdoor car show in North Dakota and should give us the exposure to welcome car enthusiasts to the newest car club in the Dakotas. The first meeting of the Bis-MARKS takes place at the City of Lincoln Community Center at 7 p.m. on April 31. The meeting will be held at the outdoor shelter next to the one armed statue of Abraham Lincoln. The statue was hit by an errant Edsel on April 1, 1960. Abe's arm and the front of the Edsel were victims of the accident. Pictured below is a Bis-MARK Mark II and a Mark V from the Bismarck area in addition to my 1979 Mark V Collector's Series.



I plan to maintain my membership in the LCOC Northstar Chapter and the Willmar Car Club; but may need to give up my position as *Polishing Rag* editor. On June 30 Micki and I

will have an Open House Reception from 2-5 p.m. at the Willmar Community Center, 624 Hwy 71 NE. Northstar LCOC and Willmar Car Club members are welcome to stop by to greet us. If possible, drive your collector vehicle.

Micki just called. She is moving to Willmar, MN ... for now.



More Thoughts on the January LCOC Board Meeting

Pat Corbett, Director of the Texas Lone Star Region, was kind enough to send us this very insightful commentary of the January LCOC Board Meeting in Orlando.

Pat Corbett, Director of the Texas Lone Star region attended the three day event January 25 through 28th. The first two days were committee meetings in which business was discussed by all and voted on by committee members only. Once resolutions were made, the only thing left to do was vote by all board members on Saturday and make it so. We were so efficient that by the Board Meeting, all votes ended up being unanimous YEAS. I will mention some highlights of the weekend but I can tell you in a nutshell, the theme laced into all topics revolved around one word; **membership**.

Membership is central to our existence as a club. We just dropped below the 3,000 member mark which in financial terms can begin to affect our services as a club from the national perspective. The budget is already pretty lean; a result of a keen eye from a few years back and the national directors are striving to maintain service as you have expected it over the years. The theme adopted this year by the membership committee is "**work at it**," which is central to the success and existence of LCOC. The notion that each member has a responsibility to the club to do his part in nurturing and fostering growth is central to our survival and continuum as we like it. We are a club representing "*America's most distinguished motorcar*," to quote a 1960's Lincoln advertisement. Our national meets provide "most distinguished" trophies and entertainment. Crystal and silver abound. Regions collaborate among themselves to host "most distinguished" events and activities.

Allow me digress a moment to clarify a point. There was some dialog during lively discussion identifying the notion of a separation between National and Region, so-to-speak. The dialog asserted that National needed to do certain things for the region, yada, yada, yada. The notion is flawed. LCOC was founded by Elliston Bell in 1953 to bring Lincoln owners together in what we today might describe as a support group for the brand. A pre-internet blog or forum, as it were, all handled by US postal service. If you are old enough to remember, it was not common for folks to call long distance unless it was to report a

death in the family. After several members joined LCOC, a charter was established. These are the rules we follow today. Oh sure, as the club grew bigger, the region was devised as necessary to group geographical members together as part of the collective. WE are the CLUB (LCOC). There is no separation.

We, as members of LCOC belong to ONE club. There are associated dues to the Club National) and supporting dues for a member's geographical region, should he choose to be active at the local level. That is why the Bylaws state you have to belong to the national club before you can belong to a region. Club dues pay for things that come from the club; the *Continental Comments* magazine which is touted as one of the best car club magazines in America. A "most distinguished" position to hold. The crystal and silver trophies do not grow on a tree in Carol Mattix's back yard. Doug and now Carol, work extremely hard to provide and maintain our "most distinguished" national trophy awards. The Directory, a listing of everyone and their Lincoln. Don't leave home without it. The LCOC website is a wonderful compendium of information serving the Lincoln community.

These are just a few of the things our club dues pay for. I can speak for Lone Star region as to where your \$20 goes. We help sponsor the Salado meet which I have described in the past as a 36 hour party. Hopefully we break even at the end of the day. We buy door prizes to give away at monthly events. We fully pay for the Christmas dinner including adult beverages. Fundamentally speaking, the Club does much to return your dues back to you in the form of awards, great reading, and fun with Lincoln. The concern for membership at the national director level is an effort to replace natural attrition as is evident in any and all car clubs and to retain those family members just getting involved.

So, let's move on to other topics. In the famous words of Paul Harvey, one item that struck me as crucial to member retainage was discussion and editing of national judging etiquette. One member wrote a letter to the committee to complain that the judges "nit-picked" his car at a recent national meet. The writer described the event in detail. The entire board in attendance agreed, and it is so written, that in

(Continued on page 13)

January LCOC meeting continued...

(Continued from page 12)

judging a car, the judges will not spend more than ten minutes on observing the vehicle, then step away, and write up comments, score it, and move on. The chief judge will at each meet hold a meeting with judging volunteers and press this issue. It is recognized at the national level that this is a car club, not the Olympics, and members are supposed to have fun, feel welcome, and enjoy the fellowship of other club members.

As a footnote to new members, this was not always the case. Some judging in the past has held a standard higher than the moon, and supported by club management at that time. Perhaps these folks inhaled too much silver polish fumes. This has alienated folks and for good reason. For the past three years, we have been moving towards a new attitude. My personal experience in the only national meet I have attended was the judging was a great experience. I still to this day wonder how my car, with all the little issues it has, won a Lincoln trophy. I got over that, and look with pride at that trophy as a commendation of work effort. You can too. Not everyone out there has a trailer queen, so enter your land yacht, and see where the winds take you.

Another housekeeping issue on judging that passed was a reorganization of the mechanical judging sheet. The idea is to do all of the pre-engine running items first, engine running items last and reduce movement around the car, thus making the process more efficient.

Jack Shea presented an update on the Lincoln Motorcar Museum development in Hickory Corners, MI. There again is another misconception among members. The foundation organized to build the museum is a financial subset of LCOC. It too, is us. It is OUR museum. It does not belong to Ford, or some haughty taught Detroit "old money" group living in Grosse Pointe. WE are the foundation and we need to pony up some coin for this endeavor. It will outlive us; maybe not our Lincolns, but surely us. The last Comments has a nice article about its progress, but we are in a donations plateau at the moment. Pledge to support this construction and display. This is one of your best investments in LCOC, bar none.

A somewhat controversial subject evolved from the proposal to change the Certified Custom Com-

mittee to just Custom Committee which ran parallel to the less controversial topic of youth (that's yoots in Detroit) memberships and meet entry. In a nutshell the notion of promoting the street rod crowd and those yoots inclined to 22 inch wheels and 10,000 watt radios are compelled to enter the meets. Their money is also green. The only thing not finalized as I remember it, is how it will all be fitted into the judging and awards lineup. Since our funds are limited, the creation of special commendation in this class is still a work in progress.

An interesting event coming up is the 100th anniversary of the Lincoln Highway. This will occur in June of 2013 and specific organization details can be found on the Lincoln Highway Association website, www.lincolnhighwayassoc.org/. The notion is to start cars at both ends, culminating in Kearny, Nebraska, for the big party. All you have to do is enter and drive any portion you want to. A fleet of Lincolns rambling down the highway will be good publicity for the club. Come join the fun!! The main thing is by participating, you will be a part of history in the making.

Next year the winter Meeting will be held in January in San Antonio at the Holiday Inn Riverwalk. All members of LCOC are invited to attend. If you have an issue you want discussed, or your own letter of disapproval to something, send it to me during the year, and I will assure you it gets to the floor for resolution. As we are the host region, I will be calling on you for some assistance in the logistics. More on that later. I will close this Winter Meeting report with this. Twenty five directors and officers went to Orlando dedicated to the preservation and restoration of LCOC at an out-of-pocket expense of about \$1,000 each. We began three days of meeting at 0800 hours and on an average, finished the day about 1600 hours. The economy and natural attrition is tugging at the foundation of the club, but the structure of its management is sound and flexible to withstand the burgeoning of member depleting winds. Keep in mind why we are a club, reflect on the reason Elliston Bell founded the club in the first place, and join with your fellow member to support and nurture the fun and fellowship we all enjoy. A little bit of "*work at it*" from each of us will go a long way. Happy Motoring, Pat Corbett.

For Sale

For Sale:

1961 through 1967 Lincoln Continentals, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call. Gordy Jensen 612.819.2107

For Sale:

1966 Lincoln four door sedan. 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

I am a nice 1989 Town Car, Signature series, and to make my owner happy, I am in need of a Digital Information Circuit Board and an Actuator for the drivers side door lock. If only someone will come to my aid and make my owner a happy man once again. If you know where these two items might be, please contact Shell Watson, PO Box 451 Buffalo, MN 55313 or phone 763.286.4416 or email: bstoner@cbburnet.com Thanks for your help.

For Sale:

1972 Mark IV \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

Make your classic car 100 percent original. Now available in 1 liter containers, original air from the year of vehicle manufacture (1932-1948). Recently discovered supplies made available to the classic car collector. Supplies are limited, for price, please contact Sydney Greenstreet at 211.555.2368.

For Sale:

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. Just Arrived! New windshields that fit 1961 through 1969 Continentals. Available Now. Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Please call 952-412-1266

Preview of Coming Events

- April **Detailing seminar** at Roger Wothes Garage. April 14, at 9:00AM. 6317 Cambridge Street in St. Louis Park, MN.
CCCA Annual Classic Car Garage Tour, April 28. See last page for more details.
- May **4th Annual Lincoln Car Show, Morries, Minnetonka** on Memorial weekend, Saturday May 26th, 10:00 AM to 3:00 PM.
Eastern National Meet, Chattanooga, TN, May 16-19 This will be a great meet. Register now. Download packet at: www.southernregionlcoc.com Chattanooga is a fine city to visit. There are a lot of events packed into this meet, which should make for a very enjoyable experience.
- June Our June event is still in the planning stage. Complete details will be in the May newsletter.
- July Our July event also needs a little more tinkering. It will be fun. As with June, details will be in our next issue.
- August **Mark your calendar right now for the LCOC Mid-America show, hosted by the Northstar Region, August 15 - 19, 2012, in Bloomington, MN** This will be our signature event this year, one that you will surely do not want to miss. Sign up now for more information. Contact Bob Johnson, 651-257-1715 or email: arborbob41@aol.com.
- September **6th Annual North Star Region, Lincoln Car Show, Luther North Country, Ford, Lincoln , Coon Rapids, Saturday, September 17th, 10:00 AM to 3:00 PM**
Western National Meet, Concord CA, September 26-30
- October **Annual Region Pot Luck Picnic and Auction, Morries, Sunday, October 21st**
- November Wrap up 2012 with our end of year brunch. We will review 2012 and take a peek at 2013.

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.

North Star Activities

Make Your Lincoln Shine For the Judges Northstar Detailing Seminar Saturday, April 14, 9:00AM

Learn how to make your Lincoln look it's best for the Mid-America Meet next August. It is really easy, once you know a few of the tricks that the pro's use. Long time LCOC and North Star club member, Ken Sampson will open up his bag of magic and show us what to do to make your car look like the day it rolled out the showroom door. You can do it once you know how. And Ken will share some of the tricks that professionals use every day to make a good car look great.

Come join us on ***Saturday, April 14, at 9:00AM at 6317 Cambridge Street in St. Louis Park, MN.*** Coffee and doughnuts will be served for those who come early.

We have held these sessions in the past, and those who have attended went away knowing just how easy detailing can be. Nothing is better than a nice looking Lincoln on the show field, getting the good scores from the judges and going home with a trophy. See just how easy and fun it is.

Meet your friends for this great seminar on Saturday, April 14.

CCCA Spring Garage Tour

The CCCA Spring Garage Tour will be ***Saturday, April 28, 2012***, and as in past years, the Lincoln club has been invited to come along. ***We will meet at 8:00AM at the Perkins Restaurant in Forest Lake, 1 block East of I35 at exit 131.*** The tour will depart promptly at 9:00AM for what promises to be a great day of sightseeing. Attendance is limited to members of the CCCA, Lincoln, Packard and Cadillac clubs.

This will be the best way to spend the last Saturday in April, a full day of fun and visiting with other hobbyists. See some great car collections, have a nice lunch and enjoy the company of good friends. There could be no better way to begin the spring driving season. See you there.... Don't miss this great kickoff of the summer driving season!