

## My Pride and Joy....

As told by Gary Rosenwinkel...

Back in the year 1957, my father, Henry Rosenwinkel was a salesman at Capitol Lincoln- Mercury in downtown St. Paul. I was living and working in my home town of Fairmont MN. and driving a like new 1951 Mercury two door. I had recently discharged from the army, was 23 yrs old, foot loose, fancy free and had a fair job.

Dad called me one day and said he had a convertible car which he thought I should have. He said it was a year end close out with only a few miles on it. He said he could get me special financing. So being that I had low overhead and was till foot loose, fancy free, I

drove my `51 Mercury to St. Paul and took one look at this gorgeous Navy Blue Lincoln Convertible sitting on the show room floor. Dad cut me such a deal, I could not refuse. This car has been a low maintenance car. I moved to Minnetonka in 1962, three years after my marriage, and got into the used aircraft business at Flying Cloud Airport.

In 1966 the cotton convertible top started to deteriorate . I engaged the St Louis Park Upholstery Shop to install a new top, using newer updated materials, and to this day the top is in very good condition. I basically retired the `57 convertible in during 1965. I put it in storage in one of my hangars at Fly-

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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.



**Loni and Gary Rosenwinkel with their 1957 Premiere Convertible**

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# Board Of Directors - 2005-2006

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Sunshine Secretary	Faythe Oberg	H(651)739-9754	

Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at 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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ing Cloud Airport, where it still lives to this date. In 1973, I thought it was time to recondition the car and start enjoying it once again. I had the 368 cu. inch engine all rebuilt, then the fenders were showing signs of rust. I had the rust fixed and all chrome removed, the body stripped and refinished in the same metallic navy blue, and then had an upholstery shop near Crystal redo the seats and carpet in the same pattern and colors which the car come out with originally. The only item I could not get done and still have not is the soft cushioned dash pad cover. It shrunk.

Also, in 1973, I purchased a run down '57 Lincoln Premiere two door from a lady in Minneapolis. The engine still ran, but I had to have it towed to Flying Cloud where it has sat in storage for 32 yrs. It's a parts car. So far the only part I have needed is a windshield wiper assembly.



Gary Rosenwinkel's 1957 Premiere convertible

I purchased a new 1976 Chevrolet Caprice with a Landau roof in 1976, and I also have this car stored and it's very much like new.

As my company Aircraft Sales Inc. grew, and I acquired private hangars at Flying Cloud Airport, I

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## Trivia from the Internet

### The Postal Service



*Between the Revolutionary period and the first World War, United States postal officials applied themselves to improving transportation of the mails. From those early days to the present, the Postal Service has helped develop and subsidize every new mode of transportation in the United States. Even when the general public was skeptical or fearful of a new means of transportation, postal officials experimented with inventions that offered potential for moving the mail faster, occasionally suffering embarrassment, ridicule, or even abuse in the process. As mail delivery evolved from foot to horseback, stagecoach, steamboat, railroad, automobile, and airplane, with intermediate and overlapping use of balloons, helicopters, and pneumatic tubes, mail contracts ensured the income necessary to build the great highways, rail lines, and airways that eventually spanned the continent.*

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## Editors Message August 2006

July certainly has been warm. Temperatures in the 90's, with little rain. It seems as though Minnesota is either too hot or too cold. The very hot days make taking out the older, pre-air conditioned cars not so much fun. I am, however, old enough to remember riding around in cars without air conditioning on those 90 plus days. All the vents were open, all the windows down. Sure folks complained a little, but that's what we had and that's what we enjoyed. And, how very nice it was to take the car out for a drive, just as the sun was setting. The intense heat would fade, and the cooler air flowing through the car windows made everything all right with the world. Nice music on the car radio added to the pleasure of the evening. Maybe the drive would include a stop for some ice cream, maybe a drive-in movie, or some other favorite place that we all had in our younger years.



Faithie and Dad enjoying a nice summer afternoon outdoors. She is giving me some advice as to what we should include in the August issue.

In spite of the heat, we did have a nice time at our July 15<sup>th</sup> car show in Fari-bault. I did experience the open window and vent effect on my way down and back from our home in Burnsville. With the 90 degree heat, I was glad it was not

farther. We had a good turn out, with a number of members making a first time appearance at one of our events. The tent provided by Bob and Jeff Bliss provided much needed relief from the direct rays of the sun. Our hosts also treated us to some great picnic fare, including hot dogs and potato salad, which was enjoyed by all. Our thanks to the Bliss family for sponsoring this event.

Ford Media now has most of the information about the 2007 Lincolns on their web site. As we have heard, the Zephyr will be renamed the MKZ and the new vehicle (which takes the place of the Aviator) the MKX. Both will feature a new, more powerful 3.5 Liter V6 engine, rated at 265 hp. The additional power should improve the performance of the 2007 Zephyr, which was one of the few shortcomings of the 2006 Zephyr. The LS will be gone from the line up, the Mark LT and the Town Car, for the most part unchanged. Lincoln does need a fresh Town Car, with the features and styling so in demand by that market segment, in order to remain competitive in the marketplace. Let's hope that we do not have to wait too much longer.

Our thanks to Gary Rosenwinkel for telling us about his 1957 Premiere Convertible. Few of us have had the opportunity to own a car for that long. From all accounts, it has appeared to weather the past fifty years very well. A tribute to the quality of Lincolns produced during that time frame.

Don't forget the trip to the Koop collection, more details on the last two pages.

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



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By the turn of the 19th century, the Post Office Department had purchased a number of stagecoaches for operation on the nation's better post roads -- a post road being any road on which the mail traveled -- and continued to encourage new designs to improve passenger comfort and carry mail more safely.

Ten years before waterways were declared post roads in 1823, the Post Office used steamboats to carry mail between post towns where no roads existed.

In 1831, when steam-driven engines "traveling at the unconscionable speed of 15 miles an hour" were denounced as a "device of Satan to lead immortal souls to hell," railroads began to carry mail for short distances. By 1836, two years before railroads were constituted post roads, the Postal Service had awarded its first mail contract to the railroads.

In its *Annual Report* for 1899, the Department announced that it had tested the practicality of using the automobile to collect mail in Buffalo, New York. In 1901, the Post Office Department entered into its first contract to carry the mail by automobile between the Buffalo Post Office

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## July Board Meeting....

### BOARD OF DIRECTORS MEETING

July 13, 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, Dave Gustafson, Bob Gavrilesu, Harvey Oberg, Bob Roth and Roger Wothe. Other members present were Faye Oberg and Tim Behr. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS REPORTS

Regional Director Bob Johnson has completed the contracts for the LCOC Mid America Meet for 26 – 29 June 2008 at the Duluth Entertainment and Convention Center (DECC). Contacts are: Julie Johnson, Convention Sales Manager – 218-722-5573; Annette Eberhart, DECC Director of Event Planning – 218-722-5573; Kim Chick, The Inn on Lake Superior, Director of Sales – 218-625-0415. Time has come again for the Regional Board of Directors annual election. Harvey, Dave and Tom's terms are expiring. Please forward all nominations for the Board to Bob Johnson or Roger Wothe before the September picnic.

Secretary Roger Wothe brought samples and approximate costs for lanyards. Bob and Mary Johnson have volunteered to make them at a lower cost.

Treasurer Harvey Oberg reported the treasury balance to be \$3,281.46 with all bills paid.

Membership and Publications Director Dave Gustafson announced that we have

two new members. He is still requesting "My Pride and Joy" articles.

Projects Director Bob Gavrilesu reported no new sales for the month. The prices for all items have been lowered.

Activities: Driving tour to Dick and Bev Koop's on 19 August. Call for reservations by 19 July. Annual Region Picnic at Barb and Roger Wothe's Environments on Sunday 24 September at 11:30 AM. The 2006 LCOC Mid America Meet is in Indianapolis IN on 14 – 18 September.

There being no further business, the meeting was adjourned at 8:05 PM. The next meeting will be Thursday 10 August at Culvers at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

### We Welcome These New Members:

Jack and Cyrene Berthiame  
Austin, Minnesota  
1954 Lincoln

Tom Morgan  
Hudson, Wisconsin, 1978 Mark V,  
Diamond Jubilee

Allen and Karen Homeier  
Hudson, Wisconsin  
1928 Lincoln 144b Sedan

Lee and Kristin Kraemer, Minneapolis,  
Minnesota. 1962 Continental sedan

We look forward to meeting these new members at one of our future events.

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and a postal station in the Pan American Exposition grounds. Although it took 35 minutes to traverse the 4 1/2 miles between the two offices, the Department professed great satisfaction with the contract and prepared for similar service on January 1, 1902, at Minneapolis.

From 1901 to 1914, the Post Office performed all of its vehicle service under contract. Then, unhappy with exorbitant rates and frequent frauds uncovered in these accounts, the Department asked for and received approval from Congress to establish the first government-owned motor vehicle service at Washington, D.C., on October 19, 1914.

At least three decades before the Pony Express galloped into postal history, the "iron horse" made a formal appearance. In August 1829, an English-built locomotive, the *Stourbridge Lion* completed the first locomotive run in the United States on the Delaware and Hudson Canal Company Road in Honesdale, Pennsylvania. One month later, the South Carolina Railroad Company adopted the locomotive as its tractive power, and, in 1830, the Baltimore & Ohio's *Tom Thumb*, America's first steam locomotive, successfully carried more than 40 persons at a speed ex-

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## Directors Message

by Bob Johnson

August 2006

On July 15th, we held our 4<sup>th</sup> Annual Out State Lincoln Car Show at Bob Bliss's, Ford, Lincoln and Mercury dealership in Faribault MN. Bob and his son Jeff provided a tent for our comfort in the 98 degree heat. We had many hardy members attend, and I want to thank the Bliss family for hosting this event and providing us with a BBQ lunch. A separate Car show article and pictures are included in this newsletter, there was just too much to put in this column.

On Saturday, August 19<sup>th</sup>, we will caravan and have a over night trip to Dick and Bev Koop's, to see their Orphan Car Collection and picnic in Verona, (Madison) Wisconsin. Jack and Marilyn Fletcher have invited us to caravan to Poplar Grove, Illinois, on Sunday, August 20<sup>th</sup> to attend the Lake Shore Regions Annual Picnic, to be held at the Fletchers home, and a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum. If you have not reserved a motel room you still can attend. Please call Dick or Bev Koop to RSVP, home phone is 608-848-9501. Dick's cell phone number is 608-239-2840 if you need to ask about other details or if you get lost and need more directions. The address where Dick keeps his cars is: 350 *Enterprise Ave, Belleville WI, 53508*. If you need a motel room you may still be able to reserve a room at Country Inn and Suites, 6275 Nesbitt Road, Madison WI, phone number 608-270-1900, but now the room rate is \$109.00. We will meet at the Sun Ray Shopping Center, by TJ Max at 7:30 AM and leave promptly at 8:00 AM. Take I94 to either the Ruth Street McKnight exit and go to west end of Shopping center. Maps and Flyers are included in newsletter.

We have over 135 Members who have

renewed their membership in the North Star Region for another year. We want to thank you for again renewing and hope to see you at many of our events. We hope that you are enjoying what we do and thank you for your support. **We still need your PRIDE & JOY CAR ARTICLE.** If you have written about your car previously, perhaps you can send us an update on what you have done to your Lincoln and where you have driven it.

Roger Wothe informed us that he has sold his 5700 Baker Road building that we have held our annual picnic in for the past several years. Our 2006 picnic at Roger and Barb's Environments building will be the last year they will be able to host this event. We will miss the great facility that we were able to enjoy, thank you Roger and Barb for hosting us for these many years. Make plans now to attend this final picnic at Roger and Barb's Environments.

The LCOC Mid-America National Meet will be in Indianapolis, Indiana, September 14-16, 2006. The meet will be held at the Indianapolis Motor Speedway. The hotel is located on the 16<sup>th</sup> Street side of the speedway, with a room rate of \$65.00 a night. Make your reservations now at the *Brickyard Crossing Golf Resort & Inn* by calling 317-241-2500 and ask for the LCOC rate of \$65.00. Reservations must be made by 8/29/2006. This is your opportunity to drive on the famed race track. To get meet packets, write to Dave Treacy, Registrar-LCOC Indianapolis, 9020 Pinecreek Ct, Indianapolis, IN 46256-1199 or email treacydv@sbcglobal.net

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

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ceeding 10 miles an hour. This beginning was considered somewhat less than auspicious when a stage driver's horse outran the *Tom Thumb* on a parallel track in a race at Ellicotts Mills, Maryland, on September 18, 1830. Later, however, a steam locomotive reached the unheard-of speed of 30 miles an hour in an 1831 competition in Baltimore, and the dray horses used to power the first trains were eased out.

After passage of the Act of July 7, 1838, designating all railroads in the United States as post routes, mail service by railroad increased rapidly. The Post Office appointed a route agent to accompany the mails between Albany and Utica, New York, in 1837. The first route agent was John Kendall, nephew of Postmaster General Amos Kendall.

The first experiment in distributing U.S. mail in so-called "post offices on wheels" was made in 1862 between Hannibal and St. Joseph, Missouri, by William A. Davis, postmaster of St. Joseph. Although this new procedure expedited the connection at St. Joseph with the overland stage, it was discontinued in January 1863. On August 28, 1864, the first U.S. Railroad Post Office route was officially established when George B. Armstrong, the assistant postmaster of Chicago, Illinois, placed a postal car equipped for general distribution in service between Chicago and Clinton, Iowa, on the Chicago & Northwestern Rail-

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## Pride and Joy Continued..

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have very adequate space to keep my auto's and from time to time have extra hangar end spaces available for rent. Some of the end stalls can hold three or four autos and an aircraft off to the side.

As the years go by I only drive the convertible between Flying Cloud, my Minnetonka home and my church in Glen lake. Probably 250 to 400 miles a summer. The gas mileage is not the best, only about ten miles per gallon, the same as when the car was new. But, can you put a price tag on such fun as driving a '57 Premier convertible with the top down? I am always amazed how the little kids react when they see this car coming down the road. I think the kids get more excited than the adults. I will always appreciate this '57 Premier Lincoln.



Gary's '57 at the Whitaker Show in 2003.

The picture (on the front page) of Loni and I was taken this past October. We are fortunate to be able to spend winters in Tucson, and our beloved Lincoln is peacefully resting the winter at Flying Cloud waiting at the ready, for our return each May.

## Faribault Car Show...

Our 4<sup>th</sup> Annual Out State Lincoln Car Show at RC Bliss Ford, Lincoln - Mercury, in Faribault, on Saturday July 15th was a fantastic success, even with 98 degree hot and very sunny weather, 25 beautiful Lincolns, enjoyed the day. The tent that Bob and Jeff Bliss provided, along with a slight breeze from Mother Nature, made a scorching day bearable.



The Big Tent is up at Bliss Ford, Lincoln-Mercury and provides relief from the strong sun.

It was great to see so many hardy people come out to enjoy our classic or soon to be classic Lincolns. Because of the heat we had many Lincolns come and go during the show. The Lincoln Mark V's were the most popular car with seven being shown during the day.

We had nine great Lincolns shown for the first time, 1948 Continental Coupe, Robert Flaten, Northfield; 1960 Continental Mark V and 1979 Continental Mark V, Howard and Myra Hermel, St Peter; 1979 Continental Mark V, Wayne Frahm, Rochester; 1990 Town Car, Al Frahm, Rochester; 1979 Continental Mark V, David Jacobson, Faribault and Bob and Avis Bliss displayed three of their Lincolns, 1966 Conti-

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road. Similar routes were established between New York and Washington; Chicago and Rock Island, Illinois; Chicago and Burlington, Illinois; and New York and Erie, Pennsylvania. When railway mail service began, mostly letter mail was sorted on the cars, which were not equipped to distribute other kinds of mail. By about 1869, other mail, except packages, was sorted as well.

In 1930, more than 10,000 trains were used to move the mail into every city, town, and village in the United States. Following passage of the Transportation Act of 1958, mail-carrying passenger trains declined rapidly. By 1965, only 190 trains carried mail; by 1970, the railroads carried virtually no First-Class Mail.

On April 30, 1971, the Post Office Department terminated seven of the eight remaining routes. The lone, surviving railway post office ran between New York and Washington, D.C., and made its last run on June 30, 1977.

In the early part of the 19th century, envelopes were not used. Instead, a letter was folded and the address placed on the outside of the sheet. The customer had to take a letter to the post office to mail it, and the addressee had to pick up the letter at the post office, unless he or she lived in one of about 40 big cities where a carrier would deliver it to the home address for an extra penny or two.

Although postage stamps became available in 1847, mailers had the option of

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## Faribault Car Show Continued...

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nental Conv, 1998 Mark VIII and 1983 Continental Mark VI, a 1960 Continental Convertible was back in the garage because it decided it didn't want to run on Saturday morning.



Mike McGinnis, Faribault came to the show with his 1921 Model T.

We had two special cars on display, a 1921 Model T, Mike McGinnis, Faribault and Roger and Barb Wothe's 1957 Thunderbird.



Roger and Barb Wothe's 1957 Bird.

Our Peoples Choice Award for Best of Show went to a Black 1962 Continental Convertible owned by Floyd Homstad, Plymouth. Our second place award went to a dark blue 1951 Cosmopolitan 4 door Sedan, Dave Gustafson, Burnsville, and our third place award went to a Black 1989 Mark VII Custom Convertible, Bob and Mary Johnson, Shafer. Our Long Distance Award went to a 1928 Lincoln Hot Rod Sedan, Allen Homeier, Hudson, Wisconsin.

Our top door prizes a Black Lincoln flag was won by Wayne Frahm, Rochester and a Lincoln Wrist Watch was won by Al Frahm, Rochester.



Tom Brace, Dave Sandel and Roger Wothe listening rather intently to a point being made by Bob Gavrilescu, back to camera.

We want to thank Bob and Jeff Bliss for serving up a great all American style lunch, the large tent, and for hosting this event at their dealership. The Bliss family did a terrific job of grilling hot dogs which were really enjoyed by all the guests.



Jeff and Bob Bliss with their award.

We also want to thank every one who attended this car show, your effort to bring your car out on such a hot day to this type of event is really appreciated by others. What can be better than having some Lincoln owners getting together to enjoy some friendship and just talk about their cars.

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sending their letters and having the recipients pay the postage until 1855, when prepayment became compulsory. Previously, if the addressees refused to accept the letter -- and they often did -- the Post Office's labor and delivery costs were never recovered.

Street boxes for mail collection began to appear in large cities by 1858. In 1863, free city delivery was instituted in 49 of the country's largest cities. By 1890, 454 post offices were delivering mail to residents of United States cities. It was not until the turn of the century, however, that free delivery came to farmers and other rural residents.

Today it is difficult to envision the isolation that was the lot of farm families in early America. In the days before telephones, radios, or televisions were common, the farmer's main links to the outside world were the mail and the newspapers that came by mail to the nearest post office. Since the mail had to be picked up, this meant a trip to the post office, often involving a day's travel, round-trip. The farmer might delay picking up mail for days, weeks, or even months until the trip could be coupled with one for supplies, food, or equipment.

John Wanamaker of Pennsylvania was the first Postmaster General to advocate rural free delivery (RFD). Although funds were appropriated a month before he left office in 1893, subsequent Postmasters General dragged their feet on

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## *1932 Lincoln KP Convertible Roadster, The Peak Before the Plunge. By John F. Katz*



1932 Lincoln KP Roadster

Article courtesy of AutoWeek.

Edsel Ford convinced his father to buy technically advanced but financially troubled Lincoln in 1922, but the first substantially new Lincoln after that, the longer, lower, sleeker Model K, did not appear until 1931. Even then, the K was powered by the same 60-degree V8 that had served Lincoln since 1921, recently bored to 6.31 liters and now bolstered to 120 hp. With V16s already in production at Cadillac and Marmon, and new V12s on the way from Cadillac and Packard, Edsel knew that wouldn't be enough.

He had, in fact, already ordered development of a Lincoln V12 in mid-1930. Still based heavily on the old V8—retaining even Lincoln founder Henry Leland's fork-and-blade connecting rods—but widened to 65 degrees, this new seven-main-bearing unit produced 150 hp at 3400 rpm from 7.34 liters. It debuted in 1932 as the Model KB, riding the same 145-inch wheelbase as the 1931 Model K.

The V8 remained in production as the KA, demoted to a 136-inch chassis and priced—at \$2,900—to tempt buyers away from entry-level Cadillacs. Both Lincolns offered a gener-

ous selection of "factory" body styles, while the KB V12 could be ordered in additional semi-custom styles from LeBaron, Waterhouse, Willoughby, Murphy, Dietrich, Judkins or Brunn. A Murphy Sport Roadster, one of three made, paced the Indianapolis 500 with Edsel at the wheel.

Our featured car, however, is a Convertible Roadster by LeBaron, one of 112 produced that year and, at \$4,600, one of the least expensive KBs you could buy. Carrying chassis No. 1257, it was sold new by dealer Foss-Hughes in Philadelphia. Dick Price, unofficial historian of the Lincoln Owners Club, owned the car for a long time. Current owner Mark Lankford bought it in 1989. A complete restoration by Steve Babinsky earned the KB second-in-class honors at its 2002 Pebble Beach debut.

The Lincoln's interior designers understood that the ultimate luxury is simplicity. An engine-turned panel in the center of the gracefully curved dashboard houses six large and legible gauges; other interior details are tastefully nickel-plated. The doors open wide to a low benchseat as soft as a leather couch. There is adequate leg-room for six-footers and enough hip-room for two large people to sit comfortably apart.

A push button at the extreme left of the dash starts the V12, which idles in eerie silence save for the subtle, speedboat throb of its exhaust. The

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inaugurating the new service so that it was 1896 before the first experimental rural delivery routes began in West Virginia. Farmers, without exception, were delighted with the new service and the new world open to them. After receiving free delivery for a few months, one observed that it would take away part of life to give it up. A Missouri farmer looked back on his life and calculated that, in 15 years, he had traveled 12,000 miles going to and from his post office to get the mail.

A byproduct of rural free delivery was the stimulation it provided to the development of the great American system of roads and highways. A prerequisite for rural delivery was good roads. After hundreds of petitions for rural delivery were turned down by the Post Office because of unserviceable and inaccessible roads, responsible local governments began to extend and improve existing highways. Between 1897 and 1908, these local governments spent an estimated \$72 million on bridges, culverts, and other improvements in order to secure RFD.

The impact of RFD as a cultural and social agent for millions of Americans was even more striking, and, in this respect, rural delivery still is a vital link between industrial and rural America.

From the Internet.....

## 1932 Lincoln continued...

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shift lever is school bus-long, but moves with sensuous precision. With 292 lb-ft of torque at just 1200 rpm, acceleration to 45 mph is terrific, and it isn't until 50 mph that the engine begins to sound busy. Britain's *The Autocar* clocked a KB at 95.74 mph in 1932, a speed exceeded among that year's test cars only by a supercharged Alfa Romeo, at 106 mph.

With a turning circle of 54 feet, the KB takes up a substantial swath of road, especially while cornering. On the other hand, it rides supremely well, and feels as solid as if it were machined from a steel billet. Stopping performance is as good as anyone could expect from a 5535-pound automobile with mechanical drum brakes. A vacuum servo eases braking effort, but exacts a toll in feedback.

Lincoln assembled 1515 KBs in 1932, while Cadillac built 2040 V12 and V16 models combined. Lowered and more streamlined for 1933, the KB looked hungry to eat more of Cadillac's lunch. Even the smaller KA now had its own V12, a four-bearing, 67-degree unit displacing 6.26 liters and generating 125 hp. But the Great Depression finally caught up to Lincoln, and KB sales sagged discouragingly to 533. The larger V12 was dropped for 1934; the smaller 12, now bored to 6.79 liters, made the same 150 hp anyway. It would keep the Model K alive, if only barely, through 1939.

Article and picture from AutoWeek, November 14, 2005 Escape Roads.

## 2006 Zephyr wins award

Both news media and the industry at-large voted the 2006 Lincoln Zephyr as "Best Premium-Priced Car Interior of the Year" at the 7th annual Automotive "Interior of the Year" awards conducted by Wards Auto World magazine.



2006 Zephyr interior view

Lincoln Zephyr bested other luxury car nominees including the Mercedes S Class, Lexus GS, BMW 3 Series, Audi A6, and Cadillac DTS.

"This award emphasizes how we're changing the game at Lincoln, building on the world-class interiors that Lincoln is known for," said Peter Horbury, executive director of Design, North America. "The Zephyr was up against some very reputable competition and this honor is a telling sign of the level of detail we're pouring into our interiors across the lineup."

Ford Motor Company vehicles received other honors at the 2006 Ward's Auto Interiors Show including:

- Best Instrument Cluster – 2006 Ford Mustang
- Popular-Priced CUV – 2007 Mazda CX-7
- Premium-Priced Truck – 2006 Range Rover Sport

## *Announcing Club Elections...*

At our July Board meeting we discussed election of officers to the North Star Board of Directors for 2007. Each year in the fall, our Region is required to elect by blanket ballot, one third of our Board of Directors. The term of a Region Manager is three years. These positions will be filled by nominations in August and election using mail ballot in September. The new Board of Directors will elect Region Officers for the term of one year in November for 2007. All active members of the region are eligible to nominate and vote in the election. We currently have seven Directors. The bylaws call for at least five directors and no more than nine.

The Region needs to have all members involved in the process of operating your Club. If you want to be involved and can make a commitment to attend meetings on a regular basis we need your help. Here is your opportunity to move the Club in the direction that you feel is best. Help us make the region better, it is your Club.

Again, if you are able to help, please send your nomination to our Region Secretary, Roger Wothe, by August 17<sup>th</sup>. Rogers address is in our Region Directory. If you have any questions about the duties and functions of the Board of Directors, feel free to call any Board member. Harvey Oberg, Dave Gustafson and Tom Brace terms will be up and they have agreed to run again.

Our September Newsletter will include an election ballot to be returned by September 20<sup>th</sup>, 2006. The election will be certified at our October 12th Board meeting, and Region officers for 2007 will be elected at our November 9<sup>th</sup> Board Meeting.

Your participation is encouraged. It is your Club and to make it better, please become involved in the governing process.

### ***IMPORTANT NOTICE***

OUR *August 9th* BOARD MEETING WILL BE HELD AT  
CULVERS, I-94 AND RUTH STREET  
EAST SIDE OF ST. PAUL  
MEET AT 6:00 FOR DINNER,  
WITH THE MEETING TO FOLLOW AT 7:00PM

## *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**

#### **1947 Lincoln Continental Coupe**

Needs restoring, no motor in car. Have complete V12 Engine. Front and rear bumpers have been rechromed. Gas tank has been cleaned and coated. Have all chrome grille parts. Body is good - No Accidents Fairly priced at \$4,500.

Also have a 1956 Lincoln engine \$300  
1956 Lincoln fender skirts \$150

**Call Ted Anderson at 763-561-8143**

### **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. 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](mailto:rlf8536@rea-alp.com) for more details on these Lincolns

### **For Sale**

#### **1979 Lincoln Mark V**

Burgundy, good condition inside and outside. Stored winters, no rust! 105,000 miles, new tires. \$2,900/offer  
Call Kristen Kenney at 612-751-3433

### ***1969 Mark III***

***The feature car of our May issue  
is now for sale. Contact Bill Juring at  
651-484-2799***

## **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 Rosenwinkel

***952-941-3700***



# *Preview of Coming Attractions*

The following include scheduled club events

- August Caravan tour/overnight to Dick Koop's Orphan car collection, Verona, Wisconsin  
Details on back page. Also, see Bob Johnson's Director's column.
- September Annual Region picnic at Roger & Barb Wothe's Environments.  
Sunday, September 24th 11:30 AM This will be the last time that our picnic will be held  
at their 5700 Baker Road location. Make plans on attending our great picnic.  
LCOC Mid-America National Meet, Indianapolis Indiana, September 14<sup>th</sup> -18th
- October 3<sup>rd</sup> Annual Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7<sup>th</sup>,  
10AM to 3PM More in the next issue.
- November Year End Sunday Brunch, November 19<sup>th</sup> 11:30 AM, Al Bakers, Eagan, MN.
- If you have any ideas for future club activities, please let your board members  
know. We welcome your suggestions for future events. Call us today, or  
email: [Activities@northstarlcoc.org](mailto:Activities@northstarlcoc.org)

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

The Willmar Club announces the 2006 Car Buff's Breakfast Schedule. Member Francis Kalvoda, of Willmar invites all Lincoln Club members to join the Willmar Car Club for a 9:00AM breakfast on the FIRST Saturday of each month, May through November. Door prizes and announcements follow the breakfasts. The following are the dates and locations for the 2006 breakfast tours.

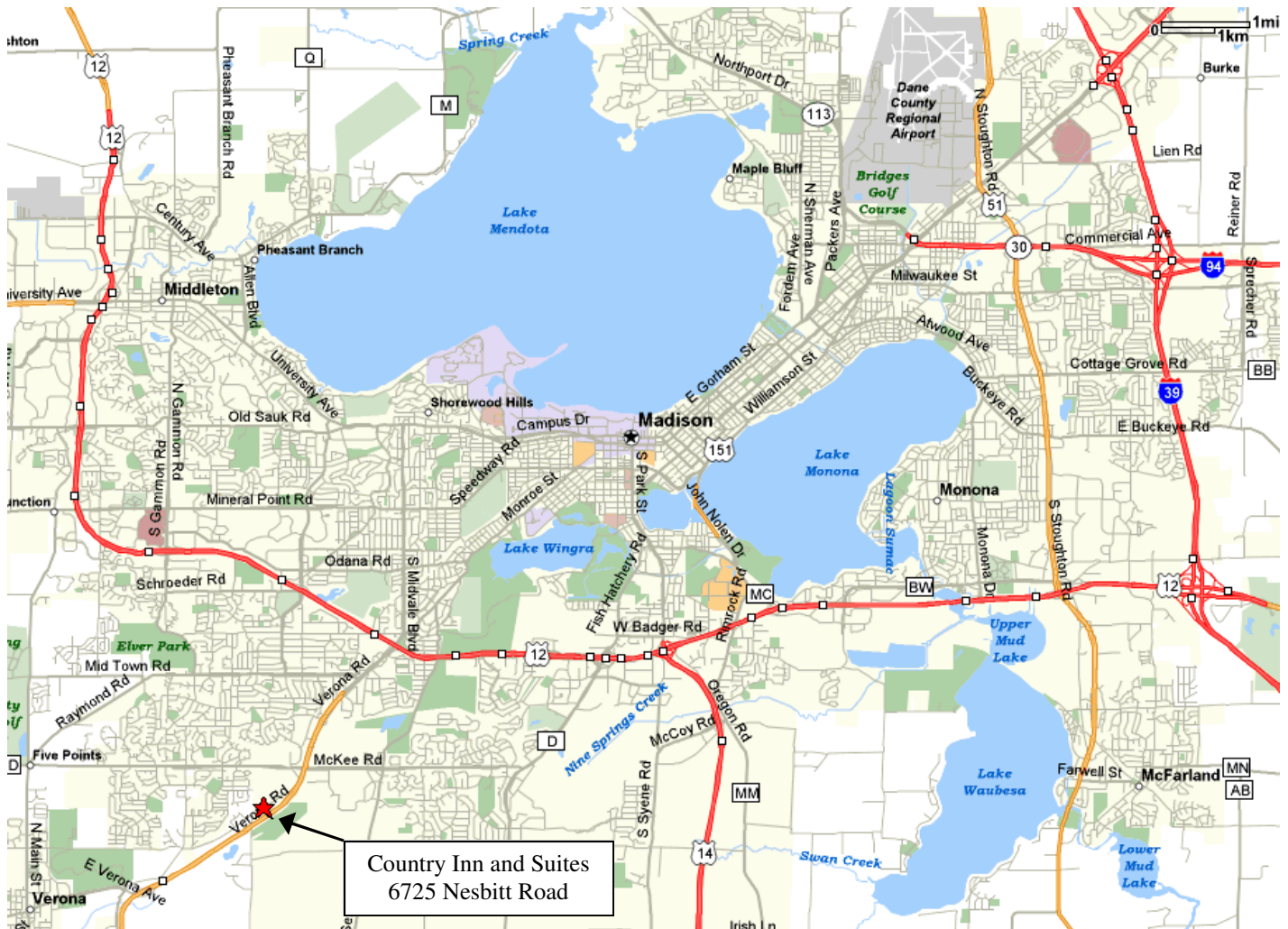
August 5, Granite Falls, DeToy's Family Restaurant, 845 Highway 212 West.

September 2, Olivia, Max's Bar and Grill, 2425 Highway 212 West.

October 7, Melrose, Funky's Restaurant and Lounge, 203 East Main Street.

November 4, Willmar, West Central Industries, 1300—22nd St. SW. (North of Kandiyohi County Recycling center)

## ORPHAN CAR TOUR PLANNED FOR AUGUST 19TH.



Saturday, August 19<sup>th</sup>, we will travel to Verona, Wisconsin to visit with Dick and Bev Koop and see their orphan car collection. A picnic will follow the tour with much socialization lasting to the late hours of Saturday night. Sunday morning, we will get up with the chickens and drive down to Poplar Grove, Illinois and have a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum. Later on Sunday, we have been invited by Jack and Marilyn Fletcher to attend the LCOC Lake Shore Regions Annual Picnic, which will be held at their home. Later that day, when exhausted of food and friendship, we will return home to the Twin Cities, full of memories of the good times we had over the weekend.

The Country Inn and Suites, 6275 Nesbitt Road, in Madison, will be where most of us will be staying. A few rooms may be left. The standard rate of \$109 will apply. Phone 608-270-1900 to reserve your room. Please advise the Inn that you are part of the Lincoln Club. This will be one of the premier events of 2006. Don't miss out on all of the fun.

## **2006 ANNUAL PICNIC**

**(AND PANCAKE BREAKFAST)**

### **SUNDAY – AUGUST 20TH**

The LCOC *LakeShore Region* 2006 Annual Picnic  
will this year again be held in Poplar Grove, Illinois  
in conjunction with the Pancake breakfast and fly-in

at the

**POPLAR GROVE AIRPORT**

**11619 Illinois Route 76**

and the

**VINTAGE WINGS AND WHEELS MUSEUM**

located adjacent to the airport

The pancake breakfast runs from 7:00 am through 11:00 am. Scores of vintage aircraft will be flown in and on display. Rides in vintage aircraft are available for 10 cents a pound. This year our club parking will be at the airport – in the area reserved for collector cars. Shuttle transportation is available between the airport and the museum.

(Those wanting to learn more about the airport and museum can go to their website – [www.poplargroveairmotive.com/museum](http://www.poplargroveairmotive.com/museum))

At 2:00 pm the festivities will start at the nearby Fletcher home.

222 Jones Way – The Knolls of Boone – Poplar Grove

(Just south of the airport near the water tower

or west of the golf course clubhouse on Woodstock Road)

Members' cars will be displayed, plenty of snacks, refreshments, and adult beverages will be available, and a traditional picnic dinner will be served at about 3:00 pm.

This year members of the North Star Region have been invited to join us at the pancake breakfast and the picnic at the Fletcher residence. LakeShore members have been invited to join the North Star Region at the Orphan Car Tour scheduled for Saturday afternoon August 19<sup>th</sup> at 350 Enterprise Avenue, Belleville, Wisconsin (Near Madison).

The event is being hosted by Dick and Bev Koop

Home -608-848-9501 - Cell 608-239-2840

Overnight accommodations – Country Inn & Suites

6275 Nesbitt Road – Madison, Wisconsin - Phone 608-270-1900