

My Pride and Joy



This Blue and White Beauty belongs to Dennis Owens

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.

Hello North Star Lincoln and Continental Club members. I am Dennis Owens and I live in Anoka, MN. I am retired and have three sons, four grand daughters, and six great grand children. I am also the very proud owner of a really nice 1978 Mark V.

Mark V's are a great car, featuring most of the creature comforts that are found in all new cars of today. Easy to drive, they are just like taking your living room out for a ride. I have always admired these great cars, and it would have been wonderful to have a Mark V when they were new, but at the time, I was a service manager at a Chrysler

dealership, and they gave me new cars to drive as part of my compensation package. Over the years from about 1961 through 1982, I was in parts or service management at various Mopar dealers. And that's a lot of Chrysler products over the years, but that too is another story. From 1982 through 1998, I was in the mobile tool business with Mac Tools. One of the problems of the auto business is the very long hours and lack of benefits, so in 1999, I went to work for Federal Cartridge in Anoka and made shot gun shells until I retired at the end of 2007.

(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		

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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)

Once a car guy, always a car guy, and old cars have been my passion since I was twelve years old. Over the years, like most car lovers, there were so many that I should have kept. How much fun they would be today. I also have been a member of the Minnesota Street Rod Association for a long time and enjoy that very much. Now that I am a member of the Lincoln Club, I am looking forward to bringing my Mark V to events over the year and meeting other classic Lincoln owners.

Editors note: I spoke with Dennis about his Mark a few weeks ago. He hasn't had the car too long, and is taking some time to work out some of the minor kinks that any older car might have. It has had the best of care over the years, and it is now looking for a little exercise to limber it up some. We want to welcome Dennis to the wonderful world of Lincolns and we look forward to seeing him and his Mark V at some of our upcoming North Star events.

We want to hear about your car.

Once again, we appeal to our members to send us a story about your favorite Lincoln. This is our page 1 feature that makes our newsletter interesting. There is always a good story about what motivates our members to add just another Lincoln to their collection. Some collect those models that they remember from their early driving years. Others collect based on later life experiences with a Mark or Town Car. Whatever it is, write about it and send it in to your editor. Can we hear from you in the next month or two? Thanks very much.

Trivia from the Internet



George Eastman

George Eastman (July 12, 1854 - March 14, 1932) was an American innovator and entrepreneur who founded the Eastman Kodak Company and invented roll film, helping to bring photography to the mainstream. Roll film was also the basis for the invention of motion picture film in 1888 by the world's first film-makers Eadward Muybridge and Louis Le Prince, and a few years later by their followers Léon Bouly, Thomas Edison, the Lumière Brothers and Georges Méliès.

He was a major philanthropist, establishing the Eastman School of Music, and schools of dentistry and medicine at the University of Rochester; contributing to the construction of

(Continued on page 4)

Editors Message

August 2012

We are in the home stretch to the great Lincoln Roundup Mid America Meet over at the Park Plaza Hotel in Bloomington, MN beginning August 15. While we haven't quite reached the panic stage yet, things are starting to really come together. Under Faithie's careful watch, Marion and I have been busy editing and assembling all the material used for the meet booklets, the various event tickets and other printed materials needed to have a successful meet. Now all we have to do is to hope that the weather will be kind to us and we don't have too many days over 80-85 degrees. 75 would be better, but that is being a bit overly optimistic for the Twin Cities in August.

We are growing slowly. In the past month, we have added two more members to the Northstar membership roles. We hope that the Mid America will bring more of our membership out to share in the fun and excitement of good people and great cars coming together. We will have some nice evening events that, of course, will feature food and plenty of time for visiting. Our hospitality room will also be open till the last good story has been told and our members need to get a few hours of rest before all the fun starts once again. Don't be afraid to introduce yourself to those unfamiliar wandering around, perhaps lost and needing some help. The LCOC has nothing

but good members and that is the best way to get to meet them. Go on over and say hello. You will be glad you did. At the end of the meet, we would really like everyone to go home thinking about what a wonderful time that they had at the 2012 Mid America. Lets all work together to make that happen.

In addition to the meet documents, we are in the midst of trying to get the newsletter out. Marion is out on some errands, Faithie is relaxing on the living room floor and I am feverously typing away at my laptop writing this message so we can get the newsletter out before August 1. It seems as the months are going by faster and that I am already working on the



Sweet Faithie is looking along with Dad at a advance copy of the Mid America Meet booklet. She is thinking that it should have a few more pictures of dogs in it.

next newsletter only a few days after the last one gets mailed. Technology has helped significantly, but that allows us to make the newsletters bigger. Back in the '90's, the Northstar publication was only a page or two and the print was much larger. At least we have been able to slightly improve on that.

Now if I could only find a little time to get the Cosmopolitan and the Mark VIII in a little better condition for the Mid America. Somehow, it will all work out.

Till next month, David, Marion and the Very Sweet Faithie

(Continued from page 3)

MIT's second campus on the Charles River; and donating to Tuskegee and Hampton universities. In addition, he provided funds for clinics in London and other European cities to serve low-income residents.

Eastman was born in



The famous "Brownie"

Waterville, New York to George Washington Eastman and Maria Eastman (née Kilbourn), the youngest child, at the 10-acre farm which his parents bought in 1849. He had two older sisters, Ellen Maria and Katie. He was largely self-educated, although he attended a private school in Rochester after the age of eight. His father had started a business school, the Eastman Commercial College in the early 1840s in Rochester, New York, described as one of the first "boomtowns" in the United States, with a rapid growth in industry. As his father's health started deteriorating, the family gave

(Continued on page 5)

Directors Message by Bob Johnson

August 2012



By the date you get this newsletter, it should be about August 1, and if you haven't registered for the LCOC Mid America in Bloomington, MN (August 15-19), you will have missed the August 1 deadline for registration. As of today it looks like we will have over 100 cars and 200 people attend this great meet.

If you still want to attend and have not yet sent in your materials, please call me at 651-257-1715, and we may be able to still fit you in for some events and car registration. We have had hotel room cancellations that are now available, if you call me ASAP for rooms.

It is hard to believe the Mid America National Meet is now just about here. We have heard about several members that will not be attending because of illness, and age. If you can attend do it now as there may not be a next time. Please take time to remember Region and LCOC members who have passed that attended our 2008 Duluth Meet, which was just four short years ago, Floyd Homstad, Beverly Koop, Verlyn Dennis, Pamela Hansen, Gerald Pearsall, Charlie Steward, and Art Whitmire.

Our meet Lincoln car parking will be on the North side of hotel, you will have a parking spot assigned for your show car for the whole time of the meet. Your car parking number will be the same as your parking number for the Saturday Grand Lincoln Concours. Truck and trailer parking will be about a block and half south west of hotel. If you are driving another car, you can park on the North side of hotel next to our Lincoln parking area. Please call any Lincoln owner you know and invite them to visit this car show, as it is free and open to the public. This is where we can gain new members by showing them that we can have fun with our beautiful Lincolns.

On Sunday, July 15th we enjoyed a terrific brunch at the Hubbell House in Mantorville, Minnesota. We traveled the back roads and were able to view tremendous corn and bean crops which will produce huge amounts if they continue to get enough rain. The food was first rate with a beautiful setting and very good service at a decent price. Twenty members joined us on our short tour of southern Minnesota that was about 80 miles from the Twin Cities. Please thank Jay White for picking this magnificent place.

On this hot and sunny day, North Star members who attended were Don and Donna Peterson, Jay White, Jim Erickson, Karl and Sharon Flick driving their 1939 Zephyr without A/C, Roger and Jan Leppla, Bob and Mary Johnson, Tom and Joan St Martin, Roger and Barb Wothe, Bob and Nan Roth, Dave and Marion Gustafson, Brad and Kerry Wiemann with one of our youngest members, 17 month old daughter Chloe. Our door prizes were won by Donna Peterson, a white Lincoln flag, Roger and Jan Leppla, Lincoln baseball caps.

Our 6th Annual North Star Region, Lincoln Car Show, at Luther North Country, Ford, Lincoln, in Coon Rapids, will be Saturday, September 17th, 10:00 AM to 3:00 PM. Remember this is a free car show. Please call any Lincoln owner you know and invite them to bring their Lincoln to this car show.

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

(Continued from page 4)

up the farm and moved to Rochester in 1860. His father died of a brain disorder in May 1862. To survive and afford George's schooling, his mother took in boarders. Her second daughter Katie had contracted polio when young and died in late 1870. The young Eastman left school early and started working.

In 1884, Eastman patented the first film in roll form to prove practicable; he had been tinkering at home to develop it. In 1888 he perfected the Kodak camera, the first camera designed specifically for roll film. In 1892, he established the Eastman Kodak Company, in Rochester, New York. It was one of the first firms to mass-produce standardized photography equipment. The company also manufactured the flexible transparent film, devised by Eastman in 1889, which proved vital to the subsequent development of the motion picture industry.

He started his philanthropy early, sharing the income from his business to establish educational and

(Continued on page 6)

July Northstar Board Meeting

BOARD OF DIRECTORS MEETING

July 12, 2012

Regional Director Bob Johnson called the meeting to order at 6:48 PM at Culvers in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesu, Bob Roth, Jay White and Roger Wothe. Other members present were Faye Oberg, Mary Johnson and Barb Wothe. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson presented a request from Steve Young to present Warranty Star at the Mid America Meet. It was decided that he could present his warranty information in his room or another part of the hotel, but not as part of the Mid America Meet. Bob then moved to the Meet registration status. Roger reported that he had fifty-three registrations so far and passed out a list showing the number of registrants for each event. Bob reviewed the Meet estimates and the Auction Reserve form. The form will remain as it was originally presented. Roger provided a preliminary driving map to Morris Automobile Museum, the Wayzata Muni and back to the hotel. Bob Roth reviewed the number of lighted acrylic car displays to be used for table identification at the awards banquet. A few more will be needed. Table decorations and merchandise ordering were progressing. A note from John Talbourdet anticipated that about fifty judges will be needed. We will have to recruit many more than those who have volunteered already. The Meet show field will be laid out Wednesday morning and participants designated parking spot will be issued when picking up their packets. Mechanical judging will begin Wednesday afternoon.

Treasurer Harvey Oberg reported the treasury balance to be \$2,701.60 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership to be approximately one hundred fifty-four. He would like more "My Pride and Joy" articles.

Activities: The next event is a road trip to the Hubble House in Mantorville on Sunday, July 15. Those who would like to caravan should meet at Little Oscar's by 9:30 AM. Jay White will lead the group to Mantorville. A potential road trip for 2013 would be to the House on the Rock and the Antique Airport. Bob will discuss with Jack Fletcher.

There being no further business, the meeting was adjourned at 7:57 PM. The next meeting will be on Thursday August 2, at 7:00 PM at Culvers in Maplewood.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 5)

health institutions. Notable among his contributions were a \$625,000 gift in 1901 (equivalent to \$17.5 million in present day terms.) to the Mechanics Institute, now Rochester Institute of Technology; and a major gift in the early 1900s to the Massachusetts Institute of Technology, which enabled the construction of buildings on its second campus by the Charles River. It opened this campus in 1916.

Eastman was associated with Kodak company in an administrative and an executive capacity until his death; he contributed much to the development of its notable research facilities. In 1911 he founded the Eastman Trust and Savings Bank. While discouraging the formation of unions at his manufacturing plant, he established paternal systems of support for his employees.

He was one of the outstanding philanthropists of his time, donating more than \$100 million to various projects in Rochester; Cambridge, Massachusetts; at two historically black colleges in

(Continued on page 7)

Comparing two Luxury Coupes

The 1977 Lincoln Mark V vs. 1978 Cadillac Eldorado Custom Classic. By Jeff Koch, courtesy Hemmings Classic Cars.

In the late 1970s, the age of personal-luxury coupes had reached its peak, with even affordable brands like Chevrolet, Ford and Dodge dipping their toes in the personal-luxury waters. As a result, the true luxury marques, like Cadillac and Lincoln, needed to distinguish themselves from the more commercial, less prestigious nameplates--and between size and options, they did.

In order to take a closer look at their differences, we gathered together prime examples of the personal-luxury pinnacles from Ford and GM for a head-to-head comparison. And where better to conduct that comparison than in Palm Springs, California--the desert playground getaway of Hollywood's most influential?

Mike Steiner of Palm Springs counts this Arizona Beige/Demitasse Brown 1978 Eldorado Custom Classic among his fleet of 1970s-era Cadillacs. It was purchased new by Cinema Vehicle Services in Van Nuys, California, an outfit that supplies studios with transportation--whether for personal use or on the screen. (This particular Cadillac was seen briefly as Meg Ryan's chariot of choice in the movie *Hanging Up*.) Just 2,000 Custom Classics were built in 1978, only 500 of which had the sunroof. Decked out in

style, it also has every option you could order in an Eldorado that year, including Biarritz trim--all that's missing is the CB radio. Since taking possession of the car back in 2002, Mike has driven it nearly 5,000 miles.

John Burge, also of Palm Springs, owns the Continental Mark V, painted Medium Nectarine Diamond Bright Poly. Purchased in 2000 from the original Washington-state owner when her husband passed away and she felt it was too much car for her, John used his Mark V as a daily driver/commuter car when he was showing his real estate clients around town. It's simply a Mark V--no Cartier or Bill Blass designer trimmings here--which is not to say it's bereft of creature comforts. It has amassed just 67,000 original miles.

On to the numbers. Sales-wise, Lincoln was on top. First-year Mark V sales shot north of 80,000 units--the most of any single Lincoln Mark-series car, ever, with an additional 145,000 sold through the end of its run in 1979. Our 1977 model is among that record flock. In contrast, Eldorado sales held steady between 45,000 and 50,000 units from 1976 to '78: There was no rush to get the "last of the big ones" before the new model approached. Strictly speaking, these two top luxury cars aren't exactly contemporaries--although a 1978 Mark V was, for all intents, the same machine as this 1977 model, so these cars did

(Continued on page 9)

Northstar Happenings

(Continued from page 6)

the South; and in several European cities. In 1918, he endowed the establishment of the Eastman School of Music at the University of Rochester, and in 1921 a school of medicine and dentistry there.

In 1925, Eastman gave up his daily management of Kodak to become treasurer. He concentrated on philanthropic activities, to which he had already donated substantial sums. For example, he donated funds to establish the Eastman Dental Dispensary in 1916. He was one of the major philanthropists of his time, ranking only slightly behind Andrew Carnegie, John D. Rockefeller, and a few others, but did not seek publicity for his activities. He concentrated on institution-building and causes that could help people's health. From 1926 until his death, Eastman donated \$22,050 per year to the American Eugenics Society.

In his final two years, Eastman was in intense pain, caused by a degenerative disorder affecting his spine. He had trouble standing and his walking became a slow shuffle. Today it might be diagnosed as lumbar spinal stenosis, a

(Continued on page 8)

On June 30, some of the Northstar membership journeyed westward to Willmar, MN to attend the wedding reception of Francis and Micki Kalvoda held at the Willmar Community Center. It was a beautiful drive out highway 12 and the weather was a bit warm, with no rain clouds in the skies. The reception was very well attended by many of the Kalvoda's friends from the various area car clubs and the Willmar community.



Left to right: John and Dorothy Palmer; Micki and Francis Kalvoda; Bob and Mary Johnson; David Gustafson and Larry and Twylah Suhsen.

Northstar members attending were Bob and Mary Johnson, Roger and Barb Wothe, John and Dorothy Palmer, Larry and Twylah Suhsen, Bruce Freiberg and David Gustafson. We had a nice visit with Francis and Micki, who are

looking forward to attending the Mid America meet in the middle of this month. There were a few interesting older non-Lincolns in the parking lot. It is always a treat to see other older vehicles out on the road providing



Last seen were the Kalvoda's riding off into the sunset in their Lincoln Mark V. Two very classy people with a real classic car.

enjoyment for their drivers and for others who view them as they pass by.

July 15, the Northstar club caravanned to Mantorville to have lunch at the historic Hubbell House restaurant. The Hubbell House traces its roots back to the 1850's and has provided superb food to visiting dignitaries from all over the world. It was another nice day for a road trip. From Burnsville it was about 80 miles, a very easy trip for a modern, air conditioned car. Outside, it was a bit on the warm side, with the dew point

(Continued on page 8)



The Historic Hubbell House

More Northstar Happenings

(Continued from page 7)

narrowing of the spinal canal caused by calcification in the vertebrae. Eastman grew depressed, as he had seen his mother spend the last two years of her life in a wheelchair from the same condition. On March 14, 1932, Eastman died by suicide with a single gunshot to the heart, leaving a note which read, "To my friends: my work is done. Why wait?"

His funeral was held at St. Paul's Episcopal Church in Rochester; he was buried on the grounds of the company he founded at Kodak Park in Rochester, New York.

The George Eastman House, now operated as the International Museum of Photography and Film, has been designated a National Historic Landmark.

During his lifetime Eastman donated \$100 million to various organizations but most of the money went to the University of Rochester and to the Massachusetts Institute of Technology (under the alias "Mr. Smith"). The Rochester Institute of Technology has a building dedicated to Eastman, in recognition of his support and substantial donations. In recognition of his

(Continued on page 9)

(Continued from page 7)



Brad and Kerry Wiemann's sweet daughter Chloe.

bordering on the uncomfortable. But, the Hubbell House A/C was working well. While being a historic building, it still features some of the modern comforts. The food was great, the service good, and we had our own room, which afforded plenty of opportunities to visit with one another.

Marion and I sat next to Brad, Kerry and Chloe Wiemann. Chloe is one of our youngest members, just 17 months of age. She has grown considerably since we saw her last fall at the annual



Left to right, Jay White, Sharon Flick, and Jan Leppla

picnic potluck. We can just picture her behind the wheel of a nice Town Car in about 15 years. In addition to the Wiemann's, we had a 16 other members attending; including Roger and Barb Wothe, Jay White, Bob and Mary Johnson, Karl and Sharon Flick, Tom and Joan St. Martin, Don and Donna Peterson, Jim Erickson, David and Marion Gustafson and Bob and Nan Roth. We want to thank all who attended this event. We also want to thank Jay White for making the arrangements for the club to attend the Hubbell House. We look forward to visiting it again.

Lowell Brekke 1939 - 2012



Lowell August Brekke, age 73 of Austin, died at his home Sunday, June 24, 2012.

Lowell was born April 29, 1939 in Hayfield, MN to Henry and Amanda (Johnson) Brekke. He attended grade school in Sargeant, MN and moved to Austin in 1950 where he received further schooling. He married Kaye Schmidt and they later divorced.

Lowell had a love for cars. He started working at Midway Car Sales at an early age and managed gas stations for the Fina Corp. in Austin and other towns. He collected many cars over the years but his special liking was toward the Lincoln Town Car, owning many over his lifetime.

Lowell is survived by his sister Marlys (Richard) Trimble, Austin, MN; brother: Richard (Carol) Brekke, Sr., Austin, MN; many nieces and nephews who will surely miss "Uncle Ode". Blessed be his memory. He was preceded in death by his parents and one brother Henry Brekke, Jr. having died in infancy and special friend, Nancy Alm.

Services have been held.

(Continued from page 8)

donation to MIT, the university installed a plaque of Eastman (students rub the nose on the plaque for good luck.) Eastman also made substantial gifts to the Tuskegee Institute and the Hampton Institute. Upon his death, his entire estate went to the University of Rochester, where his name can be found on the Eastman Quadrangle of the River Campus. The auditorium at Mississippi State Universities Dave C. Swalm School of Chemical Engineering is named for Eastman in recognition of his inspiration to Swalm.

In 1915, Eastman founded a bureau of municipal research in Rochester "to get things done for the community" and to serve as an "independent, non-partisan agency for keeping citizens informed." Called the Center for Governmental Research, the agency continues to carry out that mission.

Eastman had a very astute business sense. He focused his company on making film when competition heated up in the camera industry. By providing quality and affordable film to every camera manufacturer,

(Continued on page 10)

Comparing Two Luxury Coupes Continued

(Continued from page 6)

sort of duke it out on showroom floors across America. However, our Lincoln is a 49-state car, meaning it was equipped with the top-of-the-line 208hp, 460-cu.in. four-barrel-equipped V-8, and is a year older--California-only models' top engine was a two-barrel 400M. The Eldorado is powered by a four-barrel 425-cu.in. V-8, seen here in 180hp carbureted form, and retains all of the California smog equipment that it came with from the factory.

Upon slipping inside, you sort of fall into the pillowy-soft leather of the Cadillac, while the Lincoln's seats manage to feel both firmer and a little more slippery. Perhaps it's a mite unfair, with our Eldorado featuring Biarritz trim and our Lincoln featuring "base" interior trimmings, but the Cadillac's interior simply feels richer.

It's not just the leather seats, either: While the Lincoln's gauges look uniformly elegant, it's the rest of the Cadillac's trimmings that look, and feel, more opulent--particularly the door trims and the interior wood. Perhaps it's because Cadillac used real wood, while the Lincoln used a fake walnut appliqué. That said, looking at the dash, the Lincoln's gauges are far more readable than the Eldorado's comparatively tiny bar speedometer, and the Cadillac's clock, nestled in a blackened bar atop the dashpad that houses warning lamps and such, is hard to see at the best of times--and turns invisible if any

light source dare peer through the windscreen.

The Lincoln's interior seems marginally smaller, though whether this is an illusion encouraged by the Cadillac's completely flat floor is a question for the ages. Both have plenty of shoulder room, and hip and elbow room are everything you'd imagine, but we were a little taken aback at how much the Eldorado's sunroof intruded into the cabin, thus reducing headroom significantly: We had to slump down a little if we were to keep from brushing our noggins on the headliner.

On the Eldorado, trying to close the bank vault-type doors can easily put your back out; the pull, located in the center of the door, doesn't offer a great deal of leverage, and you won't want to reconsider your decision to shut it once it's going, such is its momentum. That hard wooden door pull, by the way, is quite eager to seek out the funny bone in your left elbow and kick it. We managed to do that--twice. The Lincoln's door is no slouch either, and shuts just as solidly, but somehow you never feel in danger of hurting yourself while doing so.

Start the cars up, and the differences keep coming: Each idle has quite a different demeanor as well. The Lincoln is silent enough that ambient noise--trees rustling, traffic a couple of blocks away--will drown out the song of the large 460-cu.in. V-8. The Cadillac, by

(Continued on page 10)

(Continued from page 9)

Kodak managed to turn its competitors into de facto business partners.

In 1926, George Eastman was approached by Lord Riddell, the Chairman of Royal Free Hospital, to fund a dental clinic in London. He agreed to give £200,000, which was matched by £50,000 each from Lord Riddell and Sir Albert Levy, the Royal Free's honorary treasurer. The Eastman Dental Clinic was opened on November 20, 1931, by the American Ambassador in the presence of Neville Chamberlain. The building, which resembled the Rochester Dispensary, was totally integrated into the Royal Free Hospital and included three wards for oral, otolaryngology and cleft lip and palate surgery. It was dedicated to providing dental care for children from the poor districts of central London. In a similar manner, Eastman went on to establish dental clinics in Rome, Paris, Brussels and Stockholm.

From the internet...

More Luxury Coupes

(Continued from page 9)

comparison, is rather vocal, with a bassy rumble that whispers vague promises of brio and grunt. And so we drive. The Cadillac automatically locks when you shift into drive (most American cars today do that, too, but in the '70s, it was rare) and switches its headlamps on and off automatically when it's dark and when you shut the car down; the emergency brake disengages itself when you shift into D. All of these items must be handled manually in the Lincoln. So, is it the height of opulence not to have to think about such mundane matters as headlamps and locks when you're driving, or does the Lincoln give a driver more credit for being able to handle ancillary controls as he sees fit?

On paper, the Lincoln should beat the Cadillac in terms of straight-line performance because it has nearly 30hp/30-lbs.ft. of torque advantage. Also, the Cadillac's weight transfer issues of front-wheel-drive are against it. The 3.00 -geared final drive on the Lincoln versus the Cadillac's higher 2.73 ratio, combined with the Cadillac weighing roughly one corn-fed passenger more than its competition, all should spell doom for the GM car. Other touches that one could easily construe as sporting (such as alloy wheels on the Lincoln, versus the Cadillac's full wheel covers) would point to that outcome as well.

Yet, with both engines recently

tuned and running well, the difference between them while accelerating was imperceptible. Which leaves us to speculate as to why--how--this could be. Was the heat (down to 104 degrees after the stars came out during our drive) the great equalizer this day? Was the lower-mileage Cadillac making good on the promise of its idle note? Who can tell? Both cars are smooth as pudding, but back-to-back, seat-of-the-pants evaluations surprised us: These two luxury cars are too close to call without a stopwatch.

Shifting is imperceptible with the Lincoln's big C6 automatic transmission; you cannot feel it through the body at all, and the engine is silent enough, even with judicious prodding of the throttle, no clues are yielded there, either. The Cadillac's automatic transaxle makes for slightly harder upshifts--again, surprisingly so in a luxury car.

The ride quality on both cars defines the pillow-soft qualities that so enraged contemporary auto testers, but the full-frame Lincoln managed to seem both more isolated and more controlled than the unit-body Eldorado. Bumps rarely made it past the suspension, but they were more readily heard in the Cadillac's cabin. The Lincoln also seemed more sure-footed on the straight-ahead, with the Eldorado exhibiting a slight tendency to wander.

(Continued on page 11)

Luxury Coupes Continued

(Continued from page 10)

Similarly, in the handling department, neither car had a burning desire to be hurried, but the Eldorado rolled noticeably more than the Lincoln. And while both steering systems function as designed--to insulate from, rather than enhance the feel of, the road passing beneath the wheels--the Lincoln's steering simply felt quicker to respond to a twirl of the steering wheel, and had a slightly smaller on-center dead spot than the Cadillac.

For a couple of cars that are equipped with four-wheel-disc brakes, neither is particularly composed while stopping: Stand on the brake pedal, and both cars dive like bloodhounds on the scent. But the Lincoln's pedal (connected as it is to original 1977-spec pads) is nearly on the floor before it starts to bite; the Cadillac's is just as soft, but the brake pads grab somewhere closer to the middle of the pedal's travel.

But we were most surprised to discover that their character could be defined simply by looking out the windshields of these two cultured beasts. The view down the hood of each intuits the very heart of each machine's moneyed personality. One exudes a quiet dignity despite its outsized proportions, while the other seems to want to tell you, in no uncertain terms, just how really, really rich it is.

The gregarious Eldorado, with its flat expanse, announces to anyone within earshot, "Look at how wide I am! I own the road!" The Lincoln, with its center raised section starting at the lower corners of the windshield and tapering toward the upright, traditional Mark grille, instead seeks to direct your attention to the Continental star hood ornament. It's more of a gentle nudge and a suggestion than a shout --yet one that lets you know, in no uncertain terms, that you're driving a Lincoln, my friend.

It's easy to be tempted to paint the Lincoln and the Cadillac with the same four-inch-wide brush: big, fat, slow, numb, out of touch with the realities of the market, and so on. Anyone so inclined would do so at their own peril: Marketplace and acceleration aside, we found the Cadillac to be more outright opulent--surely a priority when purchasing such a machine?--and the Lincoln to be more of a driver's car if you've got even a whiff of a sporting urge about you.

Whatever your preference, both cars live in that rarest of air: coupes that capture the zeitgeist of the personal-luxury era, with badges that told you that the luxury was engineered in, not slapped on.

Note: We asked Mike and John to drive each other's cars and give their impressions of the opposing car in comparison to their own.

The Lincoln is very quiet and smooth on the road; it seems to handle bumps with less report to the inside passengers. It also doesn't seem to lean as much around corners, but that doesn't bother me in the Eldorado. The Biarritz's seats are more comfortable (there was an upgrade available on the Mark V, but John's car doesn't have it). I also prefer the fully automatic climate control that Cadillac had to the semi-automatic one on the Lincoln.

My Cadillac has more metal inside. The knobs and window controls are all metal and won't wear over time. The Lincoln's plastic-coated knobs and wood-grained window control panels do show wear. Let's face it, chrome-plated plastic was for Chevys!

Out on the road, both are excellent. On trips to San Diego, I always wind up with the Eldorado's speedometer buried beyond 85 MPH. Ninety MPH is so easy with either car that it's really a personal preference which one you'd want to drive.

Both are truly beautiful cars and I enjoy just looking at either one. That said, I'd rather drive the Eldorado. I've spent much more time in Cadillacs over the years and I prefer them as much out of habit as anything else.

- Mike Steiner

Given that the Mark V has a 460-cubic-inch engine, compared to the GM 425-cu.in. V-8, the Lincoln wants to run. I remember doing 20 MPH and then needing to step on the gas and burning rubber as it took off. I also recall driving into Los Angeles and looking down to check my speed; since the speedometer only goes to 85 MPH, there was no needle to be found and plenty of pedal left.

I have driven Mike's Eldorado. It has a far more plush and upgraded interior compared to my Mark V. Also, the ride seems softer. And while the Eldorado's wheelbase is six inches longer than the Lincoln's, in town it handles as though it were shorter.

- John Burge

2012 Mid America Activities Schedule

Wednesday	August 15	Registration	12:00PM - 6:00PM	Harriet Room
		Early Bird Welcome	6:00PM	Free food, cash bar Harriet Room
		Hospitality Room Presidential Suite	3:00PM - 6:00PM And 9:00PM to ?	Take a break, enjoy the company of friends.
Thursday	August 16	Registration	8:00AM - 6:00PM	Harriet Room
		Mechanical Judging	9:00AM - 4:00PM	Designated area in parking lot
		Lincoln Driving Tour and Lunch	10:30AM - 3:00PM	Meet in hotel parking lot
		Cocktail Hour - Cash Bar	5:00PM – 6:00PM	Superior Room
		SW Mexican Buffet	6:00PM	Superior Room
		Hospitality Room Presidential Suite	2:00PM – 5:00PM 9:00PM to ?	
Friday	August 17	Registration	8:00AM – 6:00PM	Harriet Room
		Mechanical Judging	9:00AM – 4:00PM	Designated area in parking lot
		Begin Concours parking in the Show Field area	9:00AM – 5:00PM	
		St. Paul Gangster Tour	10:30PM – 3:30PM	Hotel Main Entrance
		Judging Seminar	3:30PM – 4:30PM	To be determined
		Natl Membership Briefing	4:30PM to ?	Superior Room
		Cocktail Hour – Cash Bar	5:00PM – 6:00PM	Superior Room
		BBQ Buffet and Auction	6:00PM – 10:00PM	Superior Room
		Hospitality Room Presidential Suite	2:00PM - 4:00PM 9:00PM to ?	
Saturday	August 18	Judges Breakfast	7:30AM - 8:30AM	Harriet Room
		Final Registration	8:30AM - 9:30AM	Harriet Room
		Late Arrival Mechanical Judging	8:30AM - 9:30AM	Designated area in parking lot
		Concours Parking	8:00AM - 10:00AM	Show Field area
		Hospitality Room Presidential Suite	2:00PM - 6:00PM 10PM - ?	Open until banquet
		Car Show and Judging	10:00AM - 3:00PM	Show Field, hotel back lot.
		Noon Lunch	11:30AM - 12:30PM	
		Judges Lunch	12:00PM - 1:00PM	Harriet Room
		Cocktail Hour – Cash Bar	6:00PM - 7:00PM	Great Lakes Ballroom
		Awards Banquet Superior Room	7:00PM - 10:00PM	Seating chart in registration area

You May Be Interested in these Items for Sale

I need a new home! I am a 1968 Thunderbird, four door Landau, fully loaded with all the good stuff that was offered in 1968. I have a new A/C compressor, converted to R134A refrigerant, and I now blow nice cold air. I have had three owners and my history is available. I have but traveled by 77,000 miles and most folks say that I am in mint condition. You can have me for around \$8,500 or a good offer close to that. To take me home, Call North Star Member Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

For Sale: **I am really anxious to sell my 1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. **Reduced to \$16,000 or make a good offer.** Call Ted Anderson, 763.561.8143.

For Sale:

1982 Mark VI 2dr with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

For Sale:

1989 Lincoln Town Car, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00 Del at 608.837.5990 **Great car with a Great price**

For Sale:

1981 Mark VI Signature Series. White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

For Sale:

1971 Continental Mark III, white, blue leather interior, clean car. \$2,500obo.
1975 Continental, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

For Sale:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 Best offer will own me.

For Sale:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

1979 Mark V. Car is very nice, 78,000 miles. No rust and has been very well maintained over the years. Has all the usual Mark V options. I really want to sell this fine car. \$3,900 or best offer. Please call Walter Ranua at 763.458.6053.

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:

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

- 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 not want to miss. Sign up now for more information. Contact Bob Johnson, 651-257-1715 or email: arborbob41@aol.com.
Historic Hastings Saturday Night Cruise-In. Saturday, August 25th, 2012, 5:00PM downtown Hastings. 1976 and older vehicles.
Al Bakers Car Show, 3434 Washington Drive, Eagan, MN. Saturday, August 25th, 2012. 5:00PM
- September** **6th Annual North Star Region, Lincoln Car Show, Luther North Country, Ford, Lincoln , Coon Rapids, Saturday, September 15th, 10:00 AM to 3:00 PM**
Western National Meet, Concord CA, September 26-30
Wild Rice Car Show, McGregor, MN. September 1, 2012. 8:00AM to 1:00PM
Grand Timber, Hwy 210 and Hwy 65, McGregor, MN Free for show only. \$10
Registration fee for prizes.
- 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.

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North Star Activities



Come to the North Star Region Lincoln Round Up
The LCOC Mid-America National Meet

August 15 - 19, 2012

At the Park Plaza Hotel, Bloomington, MN

We have been promoting this event for the past two years. Now it's time to register and make your plans to attend this jam-packed four days of great Lincolns, great fun with great friends. It will be the best four days that you have spent in years. Our host hotel, the Park Plaza is one of the best settings in the area for our Lincoln meet. Close to a wide variety of nearby attractions, Park Plaza offers superb services in a very personal environment. Not a 1,000 room giant, you will feel comfortable during your stay at the this fully featured hotel. Don't be left out on one of the premier Lincoln club events of the year. Contact Bob Johnson at 651-257-1715 or Roger Wothe, meet registration chairman at 962-473-3038 for help or additional information and to help you complete your registration by the deadline. The Board of Directors of the North Star Region look forward to seeing you and your great Lincoln in August at the Park Plaza Hotel.

FALL LINCOLN SHOW, SATURDAY, September 15, 2011

North Country Ford Lincoln

Join us at North Country Ford Lincoln, 10401 Woodcrest Drive, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 3:00 PM.

We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be prizes and lunch will be served by North Country. Set this date aside now. Lets get those Lincolns out for one last time this year. Unlike last year, we will have great weather and good times for this last car show of the season. Lets do it again this September 17. See and drive all the new Lincoln cars. Best part, we will be served lunch.....

Call Bob Johnson if you have any additional questions. 651-257-1715

I-35W to US-10. Go West on Highway 10, distance of 4.8 Miles. Take the FOLEY BLVD NW/CR-11 exit. 0.8 Miles. Keep RIGHT at the fork to FOLEY BLVD NW/FOLEY BLVD/CR-11 East 0.3 Miles. Turn RIGHT onto 99th Avenue NorthWest. 0.1 Miles. Turn Right onto WOODCREST DRIVE NORTHWEST 0.7 Miles. Luther Ford Mercury Lincoln is at 10401 Woodcrest Drive NW. Call Bob Johnson at 651-587-1212 lost along the way.