

NORTHSTAR NEWS

Remember Alex Johnson



Alex Johnson was very proud of his Mark III

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.

In late October, Marion took a call from Barbara Dowdal, sister of Alex Johnson, long time LCOC and Northstar member, informing us of Alex passing on September 19, at the age of 72. Alex is survived by his sister Barbara and her husband Tom, along with nieces and nephews. Alex was a true car guy, he lived and dreamed about cars, it truly was his passion and profession, and he was good at it. He loved his Mark III and would spend hours talking about the various fine points of Mark III. He believed that they were one of the best Lincolns made. Many would agree with him. We didn't get to see him as often as we would have liked, he was a easy person to talk with and I always enjoyed listening to his experiences with

the automobile business. Barbara plans to "take over" Alex's membership in both the LCOC and the Northstar Region. She had read several issues of our newsletter that Alex had saved and enjoyed them very much. I would like to think that is a compliment as Ms. Dowdal is a English teacher. We would like to reprise the article that we originally printed years back about Alex's Mark III.

I acquired my 1970 Lincoln Mark III in November 1987, from the estate of Archie Kamp, a lifetime resident of Pasadena, California. Archie was a machinist and engine assembler for Keith Black Racing Engines in Pasadena. They specialized in "Turn Key" MOPAR design "Hemi" motors for

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Board Of Directors - 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	rlf8536@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.

Remembering Alex Johnson

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professional top fuel dragsters and drag boats.

Archie had “special ordered” his MK III in early September, 1969, through Tri City Motors in Pasadena. The vehicle production date was October 6, 1969. He specified the car with dark brown metallic exterior and light nugget gold leather. Other options selected were Automatic Temp Air Conditioning, Tilt Steering Wheel, Traction Lock Differential, Hi-Torque axle ratio (3.00:1), AM Radio, stereo-tape with four speakers, Twin Comfort Lounge seats with six way power adjustment on both sides, Rear Window Defogger, Power Door Locks, Automatic Speed Control and Tinted Glass. The vehicle Manufacturer's Suggested Retail Price from the original purchase order I received with the car was \$9,059.

The vehicle delivery date to Archie was October 19, 1969. According to his son, Phillip, who lived in Bloomington, Minnesota, the MK III was Archie's weekend and “special events” car driven a bit less than 3,000 miles per year. When I acquired the car from Phillip, upon settlement of Archie's estate, it

had been driven 52,310 miles. The Mark III now has 56,710 miles.

The car's body, paint and interior is in beautiful “as received” condition. No refinishing has been necessary in these areas... Only annual application of Meguiars number 26 yellow wax plus a twice a year application of leather protection/conditioner has been necessary to keep up the original appearance of this car.

Although the car has not been exhibited in any LCOC meet events, I did enter it in the “Lincoln – Stock” class at the Fall All Ford Show and Swap event that was held through 1997 at the St. Paul Ford Assembly Plant and a few times at the Spring All Ford show and Swap meet held at Apple Valley Ford. Between 1991 and 1998 it was awarded class First place four times and second place three times. Over the years it typically received 88-95 points on their more informal judging standards on the two judging sheets completed at each event. I went back to tally up the point totals on sixteen judging sheets

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Trivia from the Internet



Where does this fellow live?

“What’s That Clump of Leaves?” By Art Shomo

Winter has come. Hardwood trees, stripped of their colorful fall garb, yield secrets previously hidden from all but the most careful observer. “Hey, there’s a new house!” “I’ve never noticed that cave on the side of the hill.” “What’s that clump of leaves in that tree—a bird nest?” Well, not quite. Many hunters and wildlife enthusiasts could tell you quick as a wink that those leaf clumps are tree squirrel nests.

Leaf nests are a common sight throughout West Virginia since the abundance of oak, hickory, beech and tulip poplar trees

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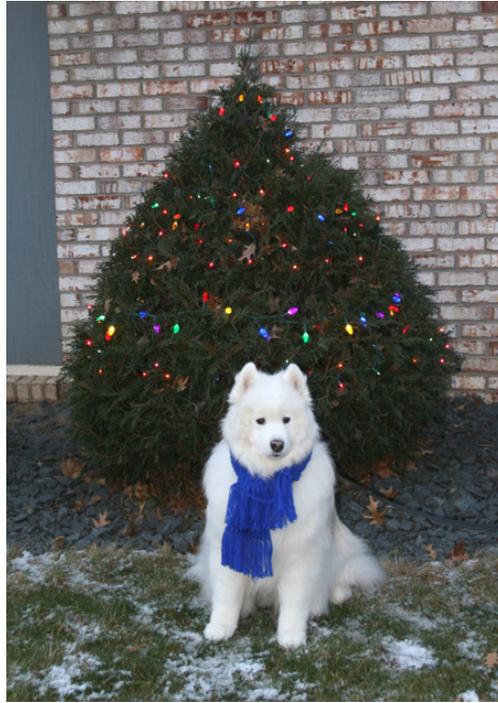
Editors Message

December 2012

November has had a wide variety of weather. From the 70’s down to the teens, we have been all over the place. At our lunch at Vescio’s the temperature rose about 20 degrees while we were there. That Saturday evening, you could just feel the rain coming in, and finally just after taking Faithie out at about 10:45PM, heavy rain and 40 mile per hour winds hit. At about 11:00PM, the power went out and did not return till about 1:00AM. The next day, we found out that a small tornado hit about two blocks away, uprooting many trees. Maybe snow doesn’t look too bad. December always seems to pass quickly. I guess it is because of all the holiday festivities that sort of put a nice glow on things. It could be due to an extra glass of sherry, or whatever your favorite poison might be. For me, January is the tough one. Usually we are blessed(?) with ice, snow, cold and short days. If you can get by that month, February and March are a snap.

While we do not have any formal events planned for the Northstar club for December, do not let that deter you from calling up a club member or two and going out and having lunch or a pizza some evening. Also, be sure to reach out to your normal non-car crazy friends and relatives. Budget some quality time for them too. You will

never be sorry for the time you spend with them. And our Sweet Faithie would appreciate it very much if you would make a small donation to a local animal shelter. Those poor creatures need our love and kindness very much throughout the year and your contribution will be greatly appreciated. Drop a few dollars off at your



Sweet Faithie wishes the very best to all of you and your families for this most joyous season.

favorite charity or in one of the Salvation Army kettles that are everywhere. There are so many people out there that are worse off than we are, lets help them out a little.

New North American built cars seem to be selling well. Chrysler, General Motors and Ford all have some very nice cars on the show room floors awaiting buyers. While I like most of them, I do have a bias toward Ford products.

Check out the 2013 Ford and Lincoln models, they are truly great cars and as members of the Lincoln and Continental Owners Club, you are entitled to the same discount that Ford extends to their employees when you purchase one of their products. If you are interested, give Bob Johnson or me a call and we will help you get a purchase certificate to take advantage of this added discount.

Our very best wishes for the holiday season to you and your family. Till the New Year, David, Marion and Sweet Fathie, the Samoyed....

Directors Message by Bob Johnson

December 2012

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usually provides a cornucopia of food for tree squirrels. Three species of these arboreal acrobats inhabit the Mountain State. At home in cities as well as rural areas, gray squirrels live throughout our state. To the dismay of some people, but to the delight of others, old bushytail is a master at breaking and entering all but the most secure birdfeeder to dine on sunflower and other seeds.



Fox squirrels, largest of the tree squirrels, also reside throughout West Virginia but are associated more with farmland than their gray cousins. Preferring pine seeds to nuts, the small red squirrel lives mostly in the eastern portion of the Mountain State where coniferous forests are most abundant. All three squirrels are active year-round but may hole up for several days during severe winter storms or periods of extreme cold.

Tree squirrels build two general types of nests: tree cavity dens and leaf nests. Whether

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Mary and I want to wish you a very **Joyous Christmas and Happy New Year**. We hope that you have many reasons to be thankful for this past year. Mary and I were blessed in 2012 to have regained health and well being that has enabled us to enjoy our family and fellowship with all our Lincoln friends. It is really a pleasure to have you call us your friends. Please find the time to spend this Christmas season with your family and loved ones, as our time passes so fast.

What a beautiful year 2012 was for the North Star Region. We enjoyed meeting and making friends with our new members and visiting with our old friends. Spend some time again reading our Newsletters for 2012 which featured great people, great cars, fun and fellowship. If you go to our web site www.northstarlcoc.org, click on Newsletters you can read over 12 years' worth of the best newsletter in LCOC.

With **winter** now residing with us for the next three or four months, it is time for you to write that long promised "My Pride and Joy" article about your Lincoln. Every Lincoln has a story and we would all enjoy hearing about your "pride and joy". Dave Gustafson is running short of good material for the newsletter, so please help him out. Your article would be a great Christmas present for Dave, to fill his story stocking full for the whole year of 2013.

At our November Board Meeting, I was again elected your 2013 Region Director; I want to thank the North Star Board of Managers for their confidence. It has been a pleasure for me to serve as your Region Director these past 11 years. We are adding one member to our Board of Managers; we want to welcome Dennis Owens, who is a real car guy. Please give Dennis a call and welcome him to our management team. Harvey Oberg was again elected region treasurer for the 30th year and Roger Wothe was elected region secretary for the 17th year. Dave Gustafson, who's wife Marion believes that he may be bordering on the insane, once again agreed to be our membership chairman and newsletter editor for the 13th Year. Bob Gavrilesco volunteered to be our projects chairman, and Faye Oberg will be our Sunshine lady.



Bob Gyurci's Mark VII

Our last activity for 2012 was our Year End **Lunch**, on Saturday November 10th, at Vescio's Cucina, in St Louis Park. We had 20 members attending. We ordered off the menu, so everyone was able to enjoy a meal of their liking. The food was great and the room we had afforded our group a nice measure of privacy. A Saturday day event seemed worthy of a try to encourage more members to attend, as Sunday brunches often conflict with plans for that day. Unfortunately, we didn't set any attendance records, so maybe we need to rethink lunches on Saturday's.

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October Northstar Board Meeting

BOARD OF DIRECTORS MEETING

November 1, 2012

Regional Director Bob Johnson called the meeting to order at 6:40 PM at Culver's in Maplewood. Directors present were Bob Johnson, Harvey Oberg, Dave Gustafson, Tom Brace, Bob Roth, Jay White and Roger Wothe. Other members present were Mary Johnson, Faye Oberg and Barb Wothe. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson opened the Election of Officers for 2013. Tom Brace offered a white ballot for all five nominees which passed unanimously. Bob Johnson was elected Regional Director; Dave Gustafson was elected Publications and Membership Director; Harvey Oberg was elected Treasurer; Jay White was elected Activities and Assistant Director and Roger Wothe was elected Secretary. Bob announced the LCOC Winter National Board Meeting January 17-19, 2013 and asked for any items to be brought to the board. It was suggested that the Board decide on a time limit for judging each car at a National Meet. He also reported the 10,000 Lakes Concours D'Elegance to be held in Excelsior MN on Sunday, June 2, 2013. Nominations on a first-come, first-served basis must be received by December 15, 2012 at www.10000lakesconcours.com or call Marlena at 952-925-4848.

Membership and Publications Director Dave Gustafson reported the membership total to be one hundred fifty-eight. He also needs more "My Pride and Joy" articles.

Activities Director Jay White announced that the November event will be a Saturday lunch at Vescio's Cucina in St. Louis Park on Saturday, November 10, with tire kicking at 11:00 AM. There will be no events during December, but the first event in the New Year will be a brunch at Running Aces Harness Park near Forest Lake MN, followed by Sunday Brunch at Al Baker's in Eagan on Sunday 10 February 2013.

There being no further business, the meeting was adjourned at 7:30 PM. The next meeting will be at Culver's in Maplewood on Thursday, January 3, 2013

Respectfully submitted by Secretary Roger Wothe.

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located in abandoned woodpecker holes or in natural cavities, tree dens offer better protection from wind, rain and snow. Studies have identified another advantage. Squirrels living in dens use less energy in maintaining their body temperature. Leaf nests are common in woods that have a shortage of natural den trees. Oaks, beeches, elms and red maples are favored by squirrels for dens or leaf nests. Ground holes may be used as emergency shelters by tree squirrels.

Location of a leaf nest is important. Whether built near the tree trunk, in a crotch where several small branches depart a large limb, or on a strong limb, the ragged-looking nests are located at least 20 feet up in the tree. One biologist found that most of the leaf nests on his study area were built in conjunction with grapevines which provided additional support for the nests.

Construction begins with a platform of twigs roughly woven together, upon which damp leaves and moss are compacted to form a solid base. A spheri-

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Alex Johnson's Mark III

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cal skeleton of interwoven twigs and vines is erected around the base. The outer shell is then completed with the addition of leaves, moss, twigs, and even paper.

The inner nest cavity is six to eight inches in diameter and is lined with shredded bark, grass, and leaves. This soft lining is especially important to cradle the delicate infants which weigh about half an ounce at birth and whose skin is almost transparent.

Nests of gray and fox squirrels may measure up to two feet wide and a foot high. Red squirrel nests are proportionately smaller. Opposite the main entrance, the wary bushytail builds a leaf-concealed escape hatch.

Durward Allen, a noted biologist, wrote: "From the ground, most leaf nests look small and flimsy, although a closer examination shows that they are by no means so frail as they appear. On several occasions after a rain I evicted a squirrel and found its nest to be dry and warm."

Second and third homes are popular

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from period 1991 through 1998 and the average score came in at 90.5 points. Not a class 1 car, but close to a decent class 2 Mark III.

My stronger interest over the years has been drag racing. Back in the period from 1960 through 1972, I participated in "Pure Stock" class drag racing at Minnesota Dragways in Coon Rapids. Pure stock meaning highly tuned but non-blueprinted, unmodified new-cars running through stock exhaust system on regular street tires. Among the cars I raced was a 1960 Dodge Dart Phoenix two-door (318 inch motor with Torque-Flite at 16.60's seconds at 84 mph), 1964 Pontiac GTO (389 inch Tri-power/four speed at 14.00's seconds at 100 mph), 1966 Olds 442 (400 inch motor with Tri-power at 13.90's seconds at 102 mph), 1967 GTO (400 inch High Output engine at 13.70's seconds at 102 mph), 1969 GTO (400 inch Ram Air IV at 13.40's at 105.5 mph), 1970 Dodge Challenger R/T (440 inch Tri-power at 13.60's seconds at 106 mph) and lastly a 1972 Datsun 240Z Coupe (2.4 Liter, 6 cylinders at 16.60's seconds at 86 mph).

Between 1973 and 2004 I did not participate in pure stock drag racing. From 1972 through the mid 1980's automobiles lost power and performance as Federal Emission Regulations were enacted. The fun was gone and fewer "grass roots" drivers were participating in drag racing leading to Minnesota Dragways closing in 1977 and Northstar Dragways in Blaine closing in 1979.

Then, after about 1985, electronic computer control fuel injection and ignition engineering gained momen-

tum and power with performance within emission standards, returned with notable improvements over the early 1980's models.

Temptation and lust for the power of yesteryear finally overwhelmed me leading to purchase of a new 1998 Corvette C5 6 speed. Really enjoyed running the car "through the gears" on the street for 6 years before returning a formal dragstrip early last summer. I made the trip to Rockfalls Raceway located 110 miles away, just outside Eau Claire, Wisconsin. I entered the car in the "Street Eliminator" bracket race and was runner-up to winner and awarded a neat trophy taller than 18 inches. The Corvette ran great and was turning 13.00 seconds at 110.5 – 111 mph during bracket race eliminations.

The competition craving returned, so three weeks later, I went back to Rockfalls with my other "hobby" performance car. A 1988 Mazda MX6 GT 2.2 Liter Turbo. The Mazda ran well, turning 15.10's seconds at 91 mph and again was "Street Eliminator" bracket race runner up to class winner and awarded a second attractive trophy. This is fun for a guy 65 years of age, going "toe to toe" with the younger racers in bracket elimination contests.

Come this past September, it was time to put my all stock, but freshly tuned 1970 Mark III to the test at Rockfalls Raceway. My old MOTOR-TREND, CARLIFE and CAR & DRIVER magazines from 1969 through 1971 indicated the MK III was good for quarter mile race in 16.4 – 16.9 seconds, in the 81 – 84 mph range. Surprise of surprises.... The car ran a best time of 15.51 seconds at

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 with tree squirrels. More loosely constructed, these secondary leaf nests are erected at varying distances from the main nest. Having several homes provides refuge from predators when squirrels are out feeding and also allows squirrels to temporarily set up home when food around their main nests run short.

Secondary homes are especially abundant in summer and frequently consist of a pile of leaves and bark heaped onto a twig platform. A roofed-over cavity isn't necessary as the green leaves on the tree provide ample protection. Sometimes leaf platforms or old bird nests are used for resting during feeding and exploration bouts. Leaf nests host a variety of activities throughout the year. The beginning of a year finds squirrels in the midst of their mating period. Although squirrels usually live alone, males and females may share their nest with their mate for a short time during mating season in December and January. Squirrels may also double up in a nest for warmth during winter.

During spring, females busy themselves with nursing and raising their young. Young

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Alex Johnson continued

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 89.10 mph and consistently quicker than 15.65 seconds.

The Lincoln ran too good, however, and turned it's best time in the semi-final bracket race elimination contest and ran under my 15.58 "dial in" so was disqualified from further competition for "Top Street Eliminator." No trophy this time.

The Mark III attracted a lot of attention in the "pits" when parked for periodic cooling down sessions. Many of the older visitors over 50 years mentioned they also owned Mark III's back in the early 70's and were surprised how quick my car ran. Others commented on the great appearance of the car and closely checked it out. Younger visitors expressed appreciation for the "great looking show car" giving me the "thumbs up". It was fun to visit with all the guests.

The moral of my experience this past September; Lincolns aren't just for "show"... they and their drivers can enjoy racing too!

We hope that Alex Johnson's sister, Barbara and her husband Tom can attend one of our Northstar club brunches the next time they come to the Twin Cities. I am sure that we would all look forward to meeting them and sharing stories about Alex.

Again, we would like to extend our sincere sympathies to Barbara and Tom on their loss this past September. We too will miss Alex and a valued member and friend.

Mark your calendars, December 22, sunrise 7:48AM, sunset 4:35PM (Burnsville, MN)

First day of Spring, March 20, 2013. Not that far away!

More Bob Johnson

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The 2012 Tim Purvis – North Star Car of the Year Award was presented to John and Dorothy

Palmer, Barnum, for their striking red and white 1955 Capri Hardtop. Bob Gyurci, Bloomington, drove his newly purchased 1989 Mark VII custom convertible for everyone to see. His new classic is a beautiful white and has very low miles. Jay White showed a DVD of pictures covering all of 2012, with a lot of different views of the Bloomington, Mid America Meet. Thank you Jay, for all the time spent putting this DVD together for our enjoyment. David and Marion Gustafson handed out 2013 North Star Region Calendars to all that attended. There were over a half dozen door prizes handed out, along with the great calendars, so everyone went home with something.

First activity in 2013 will be a Sunday Brunch, January 13th, 11:30AM, at Running Aces Harness Park, Columbus (I 35 just before Forest Lake), 15201 Zurich St. NE, 55025. We have been there the past two years and the food is simply superb and the service excellent. See the back page for more information.

Our February brunch will be at Al Bakers, Eagan, on Sunday February 10th 11:30 a.m. Again, check out the back page.

Our North Star Region will have three members attending the winter national LCOC board meeting –

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squirrels first venture outside the nest when about six weeks old. The young usually leave the nest for good when 10 to 12 weeks old. However, some of the spring litter linger until their mother is ready to have her next litter in August (two litters per year is the rule in West Virginia).

Nest building activity mushrooms in June and July when the spring-born squirrels practice building nests. These nests are often flimsy and seldom last long. Also busy building or remodeling nests at the same time are pregnant females about to have their summer litter. Adults may also build several temporary nests during the warmer months. Fall is the most active time for nest construction as both males and females prepare nests for winter.

In the author's backyard, the resident squirrels usually move their nest from the outer branches closer to the main tree trunk in preparation for winter. Females with young don't always stay in one nest. They may shuttle their litters between leaf nests and cavity dens in response to weather changes, danger from predators such as rac-

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Even more Bob Johnson

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Thursday, 1/17/13 through Saturday, 1/19/13 in San Antonio, Texas, Dave Gustafson, Dick Koop, and myself.

If you have any suggestions on how we might improve the LCOC, please send them to any one of us to take to the board meeting. We will need your suggestions by the middle of December, so that they can be put on the agenda for the board meeting.

Your help is needed. We still have some free LCOC membership applications (available to LCOC directors) to use before the end of December for 2012. Please contact me if you know of a Lincoln enthusiast that has a Lincoln that would make a good Member for both LCOC and our North Star Region.

Please give a Christmas LCOC membership gift to the special friend that is a old car nut, they would like our Lincolns and the camaraderie that our club provides.

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

The Northstar Region is your club. To grow and improve our organization we need your input. Please tell us what you like best and what we could be doing better. Better yet, become involved in the governing process. Our monthly board meetings are on the first Tuesday of each month, at 7:00PM and everyone is welcome to attend and offer comments. Suggest some new things for the club to try, come and let's talk about them. Become part of the process today.

The Mark III

The Mark III bowed on April 5, 1968 as an early 1969 model. It arrived about 18 months after the Eldorado, which had already found an eager market.

The Mark III's starting price was \$6,585, \$20 less than the Eldorado. It included many standard amenities, including power steering, power brakes, and automatic transmission, but not features like air conditioning or a radio. With a full load of options -- as most were equipped -- the price rose to around \$9,500, enough to buy two well-equipped Mercury Cougars. It was still somewhat cheaper than the old Mark II, and on an inflation-adjusted basis, it was about 30% less expensive.

With its extravagant styling and unexceptional engineering, the Mark III was not the sort of car to appeal to enthusiasts. No one at Ford was concerned. In March 1968, Gene Bordinat told **Motor Trend's** Robert Irvin, "The buffs may not like it, but people with money will." Even before the car's release, Dave Ash and designer Art Querfeld noted that Ford assembly workers loved the Mark III and were very taken with its styling. It had the same sort of appeal as the Eldorado: it was in no way subtle, but it looked like money. Buyers responded enthusiastically, despite the high prices. The late introduction limited first-season sales to 7,770 (compared to 24,528 1968 Eldorados), but for the Mark's first full-year, the tally rose to 23,088.

While the Eldorado had done little to increase Cadillac's total sales, the Mark III boosted Lincoln's business significantly. Lincoln sold only 39,134 Continentals in 1968 and

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The Mark III

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coons and snakes, or parasite infestation. Sometimes females choose to defend their nest from predators rather than move their young. More than one human has a battle scar to show for fooling with a squirrel's nest!

Leaf nests become a hub of activity, not only for squirrels but also a variety of other creatures. Insects—spiders, mites, ticks, centipedes and especially fleas—congregate in leaf nests.

The three species of tree squirrels in West Virginia seem to prefer den cavities but will construct leaf nests where natural cavities are scarce. Red squirrels use cavity dens extensively because hardwood trees, necessary for leaf nest construction, are often scarce in the coniferous forests in which they live.

John Burroughs, a famous naturalist of the late 1800s and early 1900s wrote: "One secret of success in observing nature is capacity to take a hint: a hair may show where a lion is hid." We might learn more things during our visits in the West Virginia woods if we heed Burrough's words. Winter reveals many hints: a clump of leaves may show where a squirrel is "hid"!

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38,290 in 1969, so the Mark III accounted for more than half of Lincoln's total volume. More importantly, it was an exceedingly profitable car. The Mark's 1968-69 sales totaled around \$275 million, which enabled Lincoln to recoup the modest tooling and development costs very quickly. The Mark III was also far less costly to build than the Eldorado; Lincoln's profit margin on each car was reportedly around \$2,000. Thanks to the Mark, Lincoln was a moneymaker for the first time in many years.

Unlike the 1961-1969 Continental sedans, which used leaf springs in back, the Mark III (and the Thunderbird on which it was based) had a three-link rear suspension with coil springs and a Panhard rod for lateral location. The Continental adopted this system in 1970, along with body-on-frame construction similar to that of the Mark. All Mark IIIs had front disc/rear drum brakes, even with the optional Sure-Track system. Four-wheel discs became standard on the Mark IV in 1976.

In early 1968, Henry Ford II promoted Ford Motor Company president Arjay Miller to vice chairman, which left Ford in need of a new president. This was a particularly challenging decision for Henry Ford, who was reputedly angling for President Lyndon Johnson to give him an ambassadorship if he was reelected that fall. Although Lee Iacocca clearly desired the presidency of Ford

Motor Company, Henry thought Iacocca was too young, and he was somewhat wary of Iacocca's ambition (a conflict that would eventually lead to Iacocca's firing in 1978). Instead, Henry decided to look outside the company, setting his sights on GM executive Semon E. "Bunkie" Knudsen.

Bunkie Knudsen was a second-generation GM man. His father, William "Big Bill" Knudsen had worked for Henry Ford's grandfather in the teens and early twenties, and went on to become the president of General Motors. Bunkie, who joined GM in 1939, became a rising star in the fifties with a very successful career at Pontiac, followed by a stint as general manager of Chevrolet. Knudsen had looked like a strong candidate for the presidency of the corporation, but in the fall of 1967, he was passed over in favor of Ed Cole. Knudsen had not planned on leaving General Motors, but when Ford called to offer him the presidency, he was not inclined to turn him down.

Like Lee Iacocca, Bunkie Knudsen was an ambitious, energetic executive with considerable chutzpah and very strong ideas about product development. He and Iacocca clashed almost immediately, and their battle of wills raged throughout Knudsen's tenure, forcing other executives (and sometimes designers and engineers) to choose sides. Many chose Iacocca, sensing that Bunkie

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More Mark III

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would not be with Ford for long.

When Knudsen arrived, Styling was considering proposals for a successor to the Continental Mark III, to be called Mark IV. During an unannounced visit to the styling studios in mid-1968, Knudsen took a fancy to a design by Wes Dahlberg of the Advanced Styling studio (actually created by Jim Arnold and Dean Beck), announcing that it would be the next Mark. Gene Bordinat, who hadn't liked Dahlberg's car to begin with, tried to talk Knudsen out of it, but Knudsen remained adamant, blocking all of Bordinat's subsequent attempts to alter the design and reminding Bordinat that he was the president. That may have been Knudsen's prerogative, but it hardly endeared him to either Bordinat or Iacocca, who took a paternal interest in the Mark series. It was also a bold move considering Henry Ford's well-known fondness for the Mark III; few executives would have had the brass to revamp the chairman's favorite car without consulting him.

Bordinat continued lobbying for changes, so Knudsen grudgingly allowed him to create an alternative design. Stylist Ron Perry and Steve Sherer of Don DeLaRossa's Corporate Projects Studio subsequently developed a new Mark IV clay, which both DeLaRossa and Bordinat liked much better than the Dahlberg car. Although Knudsen showed no sign of changing his mind, Bordinat took the daring step of ordering DeLaRossa to continue work on Perry and Sherer's design even after Dahlberg's version had been approved for production, apparently hoping that Knudsen would be gone in time to substitute their concept for Dahlberg's. It didn't happen, and Dahlberg's car became the 1972 Mark IV. The Mark III was the beginning of two decades of some of the finest and most luxurious automobiles to come out of Detroit, which did their best to define the Lincoln brand.

Northstar Renewals

Early in January, we will be sending out our annual dues notices, along with a addressed reply envelope to make it easier to pay your dues. It will remain at \$20 for the year. We also will enclose a form for you to complete regarding your current inventory of Lincolns living at home with you.

Please make sure your address, telephone and email address are up to date and printed legibly so that we can easily read them. Email has become such an important way of communicating between our membership. It allows us to communicate important information regarding activities and last minute changes that would be virtually impossible to disseminate to our members by any other way efficiently and economically.

We would also like to publish our annual club directory a little earlier in the year. The sooner we have accurate information, the quicker we can begin work on the directory, get it printed and in your hands before the summer runs out.

1988 Town Car For Sale



1988 Town Car Signature Series. Outstanding original white finish with white one-half top and dark blue velour interior. No rust ever. Arizona was it's home from 1992 through 2010. Perfect trunk Well maintained, runs excellent. Has been converted to R134. A perfect example of an original car. \$3,900. B. Holaday, 763.226.6078

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 \$4,900/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:

1988 Town Car. Signature Series, Arctic White, Power Glass Moon Roof, electronic message center, turbine aluminum wheels, brand new WSW tires. White leather interior, keyless entry, owners manual. Mint condition with 94,648 actual miles. \$4500 and well worth it. Call North Star member Pete St. Peter at 507.454.1634, Winona, MN.

For Sale?

1984 Mercury Colony Park wagon. White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN **Call 507.433.3944 or cell, 507.438.1016.**

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

- December **No club events scheduled for December**, Socialize with your close friends, donate some food to your local animal shelter. Spend some quality time with your relatives. Buy your long suffering wife a new Lincoln or some nice car parts.
- January **We kick off the New Year and all the fun with a Sunday brunch on January 13, 2013 11:30AM**, at Running Aces Harness Park, 15201 Zurich St. NE, Columbus (I 35 just before Forest Lake). Great food, great service and reasonable prices are a plus. More information about the January brunch on the back page.
Winter National LCOC Board Meeting - Thursday, January 17, through Saturday, January 19, 2013 in San Antonio, TX.
- February **Sunday Brunch at Al Bakers, Eagan**, on Sunday February 10th 11:30AM.
- March **Sunday Lunch at Emma Krumbees, Inver Grove Heights**, March 10 at 11:30AM.
- April **Sunday Brunch at Kozlak's, Shoreview**, April 14, at 11:30AM
Western National Meet, April 4 - 7, 2013, Phoenix, AZ
Salado, Texas - 25th Anniversary, show and meet, April 19 - 21, 2013
- May **5th Annual Memorial Day weekend car show** , Morries Ford Lincoln, Minnetonka, MN Saturday, May 25, 10:00AM to 2:00PM
LCOC Eastern National Meet, May 30 - June 2, 2013. Roanoke, VA

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS AVAILABLE
ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlroc.org Click on publications.

Issues are in PDF format and may be printed on your color printer.

North Star Activities

We are off and Running to the *Running Aces Harness Park* for Brunch, Sunday, January 13, 11:30 AM

This little treasure, located just North of the Twin Cities, promises to be a great place for North Star Brunches. Running Aces Champagne Sunday Brunch features carved Prime Rib, made to order omelets and waffles, peel and eat shrimp, a fabulous dessert table featuring our hand-made sweets, and seven breakfast & lunch entrees! Priced at \$18.95 per person, it gets even lower if you register for a free "Aces Reward Card", bringing it down to only \$14.95. You may register for the card on line at: www.runningacesharness.com or just come a little early. At \$4 saving per person, it's worth the extra effort.

Getting there: Interstate 35E to highway 97/Lake Drive (exit 129). West on Lake Drive 1 mile to Zurich Street. Left on Zurich street for about 1/4 mile, follow signs into Running Aces Harness Park. This will be a good chance to meet your good Lincoln Club friends and say good by to all our winter woes. See you there on January 13.

February 10th, Sunday Brunch Al Bakers, Eagan, MN

Most of you have been there before, great food, good service and reasonable prices. You just can't beat Al Bakers, and that's why we go back year after year. We will have our private room as before so it will be easy to spend some time visiting with your friends at our first of many Northstar event of the year. If you have any friends that like cars, invite them along, perhaps we can get them to join the club.

Directions

INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

Please RSVP to Jay White by February 7th, by calling 952-432-5939 or email jay@whiteandassoc.com.