

My Pride and Joy....

As told by Elrod Kaufman...

When I was fifteen, in October of 1955, I saw my first picture of a Continental Mark II. When I saw that picture of the Mark II, I vowed that some day I would own and drive a Mark II.

When I got my high school diploma in May of 1958, I had three big goals in life. One, get married to my high school sweetheart, which I did, some twenty-eight months later (and we are still married); Two, start farming, which I did fifty-two months later; and Three; own and drive a Mark II, which I finally did 33 years later.

My wife does not have as much enthusiasm for a Mark II as I do, maybe, it's because I wanted a Mark II before I wanted her.

I did purchase a 1956 Lincoln Premiere convertible in 1977, because it is a relatively rare car to own. Lincoln produced only 2,447 as compared with about 3,005 Mark II's. Also the present day survival rate of the convertible is much lower as compared to the Mark II. I do believe that the '56 Lincoln is one of the most beautiful cars that Lincoln ever built.

(Continued on page 2)



Elrod Kaufman's 1956 Mark II

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.

This Issue Contains

Feature Car of the Month	1	Directors Meeting Minutes	4
Club Information Page	2	Directors Message	5
Editors Message	3	Preview of Coming Attractions	14
Trivia...	3		

Board Of Directors - 2004-2005

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	
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@rea-alp.com
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
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 second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

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...

(Continued from page 1)

Farming was not good in the 1980's. I sold quite a few collector cars because my banker wanted money. Farming and the economy improved somewhat, so I answered some advertisements that appeared in Hemming's Motor News in 1990. I became a third or fourth owner of a black factory air-conditioned 1956 Mark II, serial number 1599.

The car was sold new in New Jersey, and I bought the car from a gentleman in Eastern Pennsylvania, who drove the Mark over to Chicago. I took the bus over to Chicago to meet him and drive back to South Dakota.

I left the windy city in the rain, with a nearly empty gas tank. I also had trouble keeping the speedometer below 75 miles per hour through Iowa on Interstate 80. I stopped for gasoline three

times, the last time being in Missouri Valley, Iowa. (The editor is quite familiar with Missouri Valley, Iowa, having been there many times on business. There are a couple of truck stops, including Oehler Brothers, that have some great comfort food, at prices that have not been seen in the Twin Cities for thirty years) In no time a couple of gents were around the car looking it over.



Elroy Kaufman's '56 Premiere Convertible

(Continued on page 6)

*Trivia from the
Internet.*



Felix Hoffmann
1868 - 1946

Felix Hoffmann, was born January 21, 1868, in Ludwigsburg, Germany. A German chemist, produced a stable form of acetylsalicylic acid, more commonly known as aspirin, in 1897.

The effects of aspirin-like substances have been known since the ancient Romans recorded the use of the willow bark as a fever fighter. The leaves and bark of the willow tree contain a substance called salicin, a naturally occurring compound similar to acetylsalicylic acid, the chemical name for aspirin.

(Continued on page 4)

Editors Message

Thanksgiving is over, the turkey with all of the wonderful things that go with it are now memories. The great shopping season is now upon us, the pushing, the rude folks on cell phones in stores, long lines at the checkout lanes. In spite of all that it is a good time of year, a time that can be spent reflecting on the past year, what we have done, perhaps what we can do better in the coming New Year. Now is also time to call up your old friends and say hello and wish them well. It is good to refresh those old friendships from years gone by.



Faithie, taking a break from her work on the newsletter, is about to go outside with dad and help decorate the house for the holidays.

A good holiday gift is a subscription to Old Cars Weekly. They have an 800 number which makes it easy to order, and they do take all types of credit cards. It is a good publication which provides a lot of information on the hobby. Motorbooks over in Osceola, Wisconsin also has a good selection of books also related to the hobby. They do provide a good mail order service and I have ordered many books from them over the years and have been satisfied with their service. They are on the web, and their secure site makes on-line ordering very easy.

I want to thank those of you that took the time to write about your favorite Lincoln

and share your experience with the club. I know it takes time, but it is greatly appreciated very much by your fellow club members and the editor too. We also want to thank you for coming to our various club events this past year. Our attendance at club functions has been good, with many members traveling long distances to participate.

Our club is made possible by the efforts and support of *ALL* of our club members. Those who help contribute to the newsletter, the many of you who attend the various activities that we sponsor over the year, and those from afar who receive our Northstar News and enjoy reading it. If you would like us to increase our newsletter coverage in certain areas, please let us know. If you have any specific activities that you feel the club would enjoy, let us know about these too. This is the way we can make your club better and more fun for everyone. We are gaining members in other areas of Minnesota and in the Dakotas, Wisconsin and Iowa. Perhaps we can plan an overnight trip to one of those states too.

We also know that there are lot of Lincoln owners out there that do not belong to either the national organization (LCOC) or our Northstar Region. If you know anyone that you think would enjoy membership, please contact Bob Johnson or your editor. We will get in touch with them and also send them a copy of the National magazine and a copy of the Northstar News. Please feel free to call me on the toll free number (866-482-0897) if you live outside the Twin Cities calling area. We welcome all Lincoln owners or even those who are just interested in our fine automobiles, but don't own one yet.

Please have a great holiday season, till next month, David, Marion and Faithie, the dog....

(Continued from page 3)

Even as far back as 400 B.C. Hippocrates recommended a tea made from yellow leaves. It wasn't until the 1800's that scientists discovered what was in the willow tree that relieved pain



and reduced fever. The substance was named salicylic acid. But when people suffering from pain took the salicylic acid, it caused severe stomach and mouth irritation.

In 1832, a thirty-seven-year-old French chemist named Charles Gergardt mixed another chemical with the acid and produced good results, but the pro-

(Continued on page 5)

Monthly Director's Meeting

BOARD OF DIRECTORS MEETING

November 10, 2005

The meeting was called to order by Regional Director Bob Johnson at Whitaker Lincoln-Mercury at 7:03 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, Bob Roth and Roger Wothe. Other members present were Faye Oberg and Greg Langbehn. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the last event of this season is brunch at Piccadilly's on Sunday, 13 November. So far forty-two people plan on attending. Bob led a discussion of next year's events which will be published in the newsletter. Roger made a motion to increase the dues to \$20.00 per year which will help cover the cost of printing and mailing the excellent newsletter published by Dave Gustafson. There followed a discussion of changing the location of the board meeting to a facility that serves food in hopes that we can attract more members to participate in the meeting. There being no challengers, a white ballot was cast and unanimously passed to return all club officers to their respective offices.

Treasurer Harvey Oberg reported the treasury to stand at \$2,855.73 with all bills paid.

Projects Director bob Gavrilescu reported no new sales this past month.

Membership and Publications Director Dave Gustafson reported the current paid membership to be approximately one hundred fifty-two.

There being no further business the meeting was adjourned at 7:50 PM. The next meeting will be held at Whitaker Lincoln-Mercury on 12 January 2006 at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Please Note

Advertisements in the Northstar News are free.

Those members that presently have ads in the newsletter are asked to contact the editor to have them renewed before the January 1, 2006 issue. Please call, write or email the editor if you want to have your ad continue to run or if you wish to have a new ad in the club newsletter. There is no charge and pictures maybe included with your ad copy. Thanks for your help.

Northstar LCOC Calendars

Northstar Calendars featuring color photos of members Lincoln's are now available. \$16.50 including mailing. Contact David Gustafson, 308 Brandywine Drive, Burnsville, MN 55337

(Continued from page 4)

cedure was difficult and took a lot of time. Gerhardt decided the new compound wasn't practical, so he set it aside.

And that's where the young chemist comes in. In 1897, Felix Hoffman, a thirty-year old German chemist, studied Gerhardt's experiments and "rediscovered" acetylsalicylic acid--or aspirin, as we now know it.

On August 10, he produced his first batch of the new acetylsalicylic acid, and gave some to his father, who was already taking salicylic acid for his rheumatoid arthritis. The new version was just as potent, but much less painful.

Dr. Lawrence Craven, a California general practitio-

(Continued on page 6)

Directors Message December 2005

By Bob Johnson

Mary and I hope that every one had a safe and enjoyable Thanksgiving with family and friends. This year we traveled to Lafayette, Indiana, to see one of our daughters. What was especially nice was that we went with our youngest daughter, and our one year old granddaughter. Her husband was deer hunting in Wisconsin and she did not want to drive that far by her self. The way the snow/wind came on the 16th of November, it was a real shock. We do live in the Midwest and any type of weather can happen. Just think 120 days until you can enjoy getting your classic Lincoln out on the road again.

We have no activities in December, so enjoy Christmas, with family and friends. If you are trying to figure out gifts for that special someone, family or friends; think Lincoln. Dave Gustafson has available a **2006 North Star Region Calendar for \$16.50**. Please send him your check and mailing address ASAP so you can have before Christmas. A membership in the LCOC would make a great gift, with 6 issues of the Lincoln and Continental Comments magazine. You can use the Club website www.lcoc.org to order, or use the membership application in the front of your 2005 LCOC Directory.

Our Year Ending Sunday Brunch, was at Piccadilly's in Mahtomedi, Mn, on Sunday November 13th. Forty eight members braved the cold wind and rain to attend this Brunch to enjoy friends and great food. It was great to see so many people seeing old friends and being able to visit and enjoy the atmosphere. Piccadilly's will be closing some time after Christmas, this was one of our better Sunday Brunch's places. Our door

prizes were won by Ed and Linda Haedtke, Andover, a Black Lincoln Flag; Tim and Gaye Purvis, Cottage Grove, and Brad and DJ Johnson, Maple Grove, received 2005 North Star Region Calendars. Region license plates were awarded to Ron and Linda Fenelon, Alexandria, and John and Dorothy Palmer, Barnum, for the distance they drove to attend this Brunch. Leo and Bernice Mann, South St Paul, attended their first region event; they even drove their 1982 Continental Givenchey.

At our November Board of Directors Meeting, it was voted to keep the same officers from 2005 for 2006. We approved increasing our Region dues to \$20.00 a year, because of postage increases and to be able to maintain our great newsletter. We have a tentative 2006 calendar of activities listed at the back of the newsletter. If you have a place that would be of interest to the club please contact any Board member.

We need "Our Pride and Joy" articles about your Lincoln. This winter is a great time to write that article about your car that you keep putting off during the summer because you were too busy. Please share your story about your car with all of our members, we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson, he can only do the newsletter with material that you send him, so get busy.

As always, keep the journey continuing in our marvelous Lincolns. Mary and I wish you a very special Christmas.

(Continued from page 5)

ner, in 1948, notices that the 400 men he prescribed aspirin to hadn't suffered any heart attacks. He regularly recommends to all patients and colleagues that "an aspirin a day" could dramatically reduce the risk of heart attack.

In 1971 John Vane began his work on aspirin. Over a weekend he conceived the notion that the mysterious drug might work by inhibiting the generation of prostaglandins. He turned again to his bioassay system for the answer and within a few days he had convinced himself and his colleagues that this indeed was the missing mechanism of action.

HOW IT WORKS:
Aspirin reduces the production of hormone-like substances called prostaglandins, which are produced in tissues throughout the body. Prostaglandins have many functions. They are part of the chemical messenger

(Continued on page 7)

Pride and Joy continued...

(Continued from page 2)

The car had black Pennsylvania plates which prompted one of them to say "I suppose you bought it from an old Amish fellow." I didn't think of it at the time, but I should have told him that Amish do not drive cars.

The Mark II is not a show car but a driver. The car had 97,000 miles and I was told that no motor or transmission work had ever been done on it. I averaged 17 miles per gallon driving home. The Mark does need paint and has a trace of rust. I did put a new exhaust system on the car and now the pipes are routed away from the bumper ends and point downward.

Most people think of the car as a Lincoln which it is not, but I did have one man ask me if it was a Hudson. I do have an extreme love for 1956 and older Lincolns. I also drive a 1982 Continental Mark VI two door, because the purchase price was right. I also like the Mark III's and Mark V's more than the Mark VI's for their better looking appearance. My working on cars has slowed down since March of 2000 due to a stroke which happened during a stent procedure, I still continue my interest in the brand and truly enjoy taking the Mark II out for a drive on a nice day.

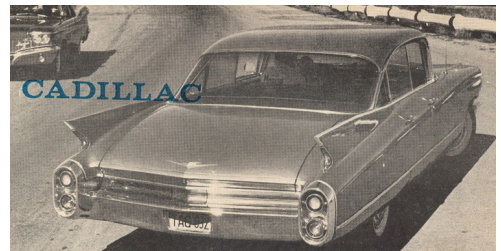
Our thanks to Elroy for sharing his story about his Mark II. As we are very fond of saying, "every car has it's own story." We truly enjoy hearing about them.

The Luxury Three, 1960...

Article from Motor Trend, July 1960

How does one define a "luxury car"? It's more than limited production and precision assembly; it's owner pride in "plush quality," with cost no object.

Above the super and super deluxe production American automobiles there is a class known as the luxury model. These are usually of limited production and abound with refined built-in versions of what are extra cost options on most mass produced Detroiters.



Cadillac for 1960

Because they are produced by the thousands per year instead of millions, more time is spent on the actual assembly of each unit. This provides the workmanship, detailing and more expensive components that buyers of luxury cars appreciate and are willing to pay for. Design, styling and interior appointments are a matter of personal choice as far as visual appeal is concerned, but certain practical aspects of these features are important to the buyer ready and willing to invest five or six or seven thousand dollars. Just how much more than a set of wheels, an engine, a body, and a place to sit do you get for such an investment?

(Continued on page 7)

(Continued from page 6)

systems involved in feeling pain, fever, the redness and swelling that can accompany injuries, and even in contracting certain muscles, for example, the uterus. Since aspirin lowers the amount of prostaglandins, it can help alleviate conditions like pain, fever and the discomfort of menstrual cramps. Aspirin also reduces production of substances involved in the early stages of our body's blood clotting mechanism. This is why doctors may prescribe aspirin, as part of a regimen including diet and exercise, for appropriate individuals with cardiovascular disease.

DID YOU KNOW?:

Twice as many people choose aspirin over the personal computer as an invention they couldn't live without in a national survey on inventions conducted by MIT in 1996. Americans consume over 50 million aspirin tablets every day.... that's over 15

(Continued on page 8)

The Top Luxury Three for 1960.....

(Continued from page 6)

Much has been said about luxury cars representing some sort of prestige symbol or a badge indicating that the owner has "arrived" at a certain station in his career. This may be true but is possible only because owners who appreciate quality, and purchase on that basis, have made such cars a symbol of "class." Regardless of the reason for purchase, the luxury models represent a great deal of extra effort on the part of the manufacturer to produce something different in limited quantities.

Analyzing the luxury three Cadillac, Lincoln Mark V and Imperial-on a mechanical basis exposes some of the unseen "extras" that the manufacturers have included to achieve mechanical as well as styling luxury. The biggest measurable mechanical difference among the luxury three is in the engine, with Lincoln boasting the largest displacement at 430 cubic inches, followed by Imperial at 413 and then Cadillac at 390. The cars tested were equipped alike with power accessories and all were air conditioned.

While it is not likely that they are ordinarily purchased for drag racing, we did make quarter-mile acceleration runs just to see if the times were as far apart as the piston displacements. Full-throttle acceleration on all three cars is smooth, effortless and quiet--a tribute to the excellent valving and shift-point selections of the automatic transmissions, but Cadillac and Imperial negotiated the distance within hundredths of a second of each other and a fraction of a mile per hour, leaving the Lincoln lagging by

three seconds and four miles an hour.

Fuel consumption, under as near-identical driving conditions as we could create, gave Lincoln a slight edge despite its larger engine. Premium fuels are mandatory with the 10 to 1 compression ratios for Lincoln and Imperial, 10.5 to 1 for Cadillac.



The Imperial, Chrysler's top offering for 1960

Comfort, convenience, driving ease, visibility, interior head and legroom, and performance, as well as heavy-duty suspensions, wheel bearings, shocks and extra sound proofing are so similar in these cars that the choice will have to be a personal taste on the part of the buyer. The styling, both interior and exterior, varies widely, with Cadillac's emphasis on the beauty of function and conservatism. Imperial takes another view with lavish and often garish use of chrome, double bull's-eye instrumentation that is attractive but confusing, with controls scattered all over the driver's compartment. Lincoln has a happy medium with highly decorative but pleasing interiors combined with functional instrumentation. They have one of the best heater-ventilator-air-conditioning controls we have ever seen, a single knob with a large dial indicator that controls everything connected with interior temperature.

(Continued on page 10)

(Continued from page 7)

billion tablets a year.

The bayer aspirin was originally marketed in loose powder form. In 1900, the company introduced aspirin in tablet form.

In 1900, Felix Hoffman was issued a U.S. patent for Aspirin (No. 644,077).

The name "aspirin" is composed of a- (from the acetyl group) -spir- (from the spiraea flower) and -in (a common ending for drugs at the time).



Today over 70 million pounds of aspirin are produced annually all over the world, making it the world's most widely used drug.

WORDS OF WISDOM:
"Take two aspirin and call me in the morning." - Anonymous

Northstar November Brunch.....

Sunday, November 13th, was a typical November day for us Minnesota folks. Strong cold winds, on and off rain, just the kind of day to make us want to get out of the house and make the journey to Piccadilly's for our last Northstar event of the year.

Piccadilly's is closing at the end of the year, to make room for a new housing development, but until that time comes, they are determined to provide their patrons with the best of food and service as befits their fifty year tradition. We hope that that we can find a similar establishment to add to our list of favorites. Please feel free to let us know if you have a place that you would like the club to visit in the months ahead.

In spite of the weather, we had almost fifty club members in attendance. Some from a long ways and some for the first time.



Leo and Bernice Mann's
1982 Continental

Attending for the first time were Leo and Bernice Mann from South Saint Paul, who traveled in style with their 1982 Continental Givenchey. It is a nice looking car and we hope that brings the Mann's out to more of our events next year.

Awards and door prizes were again featured this Sunday. Coming from long distances were Ron and Linda Fenelon, Alexandria, and John and Dorothy Palmer, from Barnum, who received Region license plates. Ed and Linda Haedtke, from Andover, took home a very nice black Lincoln Flag. I would be willing to bet that it goes up in the garage near Ed's 1954 Capri Convertible.

Tim and Gaye Purvis of Cottage Grove and Brad and DJ Johnson from Maple Grove went home with a copy of the 2006 Northstar Region calendar.



Bob Bjorndahl's 1941 Mark

We did see a few older Lincolns out in the parking lot, not as much as we would like, but considering the weather, a few is better than none at all. As previously mentioned, Leo Mann came with his 1982 Continental four door. How very few of these fine cars we see today. Bob Bjorndahl also arrived in style, driving his recently purchased 1941 Continental. A few newer Lincolns rounded out the parking lot show. Be sure to attend the January brunch, scheduled for the 15th at Al Bakers in Eagan. More in the January issue.

Mark III's at 69 cents a pound.....

"If you want my 1970 Lincoln Mark III it'll cost you 69 cents a pound," the owner told Carter Wagoner. "How much does that amount to?" asked Wagoner. Upon hearing the owner's response of "\$3,000," he eagerly exclaimed, "Sold!"

That's how Carter Wagoner came to own the medium aqua metallic Lincoln with a black cavalry twill top. Only later did he discover that he got a bargain, because the price of the 4,675-pound car was closer to 65 cents a pound.

As far back as Wagoner can remember, his family drove Lincolns. His father, Loy Addison Wagoner, had a Mark III that was the family daily transporter in the late 1970s. A second Lincoln served as a backup.

In 1980, Carter was a college student, and even then his friends knew of his predilection for Lincolns. One day a fellow student, working part time at an auto-parts store, served a customer looking for wiper blades for a Lincoln Mark III. The clerk, telling the customer about Wagoner's family who had two cars like hers, wondered if she would like to talk to his friend about the cars.

Receiving an affirmative response, the clerk arranged a meeting. There, Wagoner met the owner of the Lincoln that had been driven just 23,000 miles in 10 years. The owner was the daughter of the original owner who had purchased the Lincoln new for about \$8,609. After her father died, she inherited the incredibly pristine, low-mileage Lincoln. At the time she and her husband said the car would never be sold. However, soon thereafter, Wagoner received a telephone call from the "never sell" owners saying they had been transferred to San Diego.

Would he be interested in buying the car at 69 cents a pound? Wagoner quickly convinced his father, the man with the money, that this would

be a good move. Quickly selling the family Lincoln, the treasured new/old Lincoln was brought home and nestled in the garage beneath a protective car cover where it languished for a few years.

A couple of years after Wagoner's graduation in 1983, his father tossed the keys to him. "Here," he said. "It's yours." Since then, Wagoner, cognizant of the value of his low-mileage treasure, has kept his 18-foot, 10-inch-long Lincoln safe and secure in a remote facility.



Vaughn Ebbighausen's 1971 Mark III

Wagoner and his wife, Melanie, must find time to exercise their Lincoln with the long black pin-striping along each side. Peering through the three-spoke steering wheel, the driver is confronted by no less than five squarish instrument pods. From the left, the first pod offers information about the oil pressure and fuel level. Next comes the speedometer pod followed by the clock pod. The fourth pod offers data about the alternator and coolant temperature, while the fifth pod monitors the wiper and washer fluid level. The wipers are hydraulically operated, Wagoner explains, and all the instruments are mounted in the authentic walnut-trimmed dashboard. Four warning lights are centrally located in the cockpit to alert the driver, from the left, that: Seat belts aren't buckled. Door is ajar. Headlamps are on. Trunk is open.

In 1999, Wagoner drove his vehicle to a Lincoln-owner's event in Newport, R.I., a trip just shy of 500 miles, after which it was unexpectedly -- but

(Continued on page 10)

Mark III's continued...

(Continued from page 9)

happily -- trailered home by a friend going that way with an otherwise empty trailer. That lift saved 500 miles on the Lincoln.

Whenever the luxurious car is in motion, the interior is library-silent, compliments of the 150 pounds of sound-deadening insulation. The Thunderbird-based Lincoln rides on a 117.2-inch wheelbase, providing the driver with a view over the engine hood which exceeds 6 feet in length. A L-O-N-G hood is required to cover 365 horsepower.

Of the 21,432 Mark III Lincolns manufactured in 1970, Wagoner's Lincoln must rank among those with the least amount of mileage. His car is just now approaching the 35,000-mile mark. On any car, antique or new, it is the little things that either make owning the vehicle a joy -- or something less than joyful. Wagoner delights in the fact his Lincoln, built in a tobacco-permeated era, is built to reflect that fact. "Every occupant of the Mark III," he said, "has his own ashtray and lighter."

Article courtesy of the Washington Times and Vern Parker, from the Internet.....

Editors note: While the classic Lincolns the very fine K series from the 1930's and the Continentals from the 1940's are a fine investments and the top of the mountain for most Lincoln collectors, you can still have a lot of fun and pride of ownership from one of the more recent Mark III's and Mark IV's with out the high purchase prices or restoration expenses often associated with earlier Marks. These later Continentals are still very affordable and provide all of the driving comfort and conveniences of today's cars. These great Lincolns provide for a good entry into the car collecting hobby.

The Top Three for 1960 Continued...

(Continued from page 7)

Freon-filled, nylon-skirted shocks, larger finned rear brake drums, and self-adjusting shoes that adjust every time the car is operated in reverse are just a few of the unseen goodies offered to Cadillac buyers. Imperial has changed rear spring rates and snubbed its front torsion bars with specially valved shocks to preserve high-speed handling while softening the slightest bump, Lincoln made vast improvements in springing in their 1960 models, with large-diameter shocks, wider spring leaves with tip-liners and heavy rubber shackles. Brake lining thickness has been increased as are the number of rivets, and of course, last year's self-adjusting feature has been retained. Lincoln has also gone to a new two-barrel carburetor to replace last year's four-barrel.



No mistaking what this was...
Lincoln Luxury for 1960

All the luxury cars have placed a great deal of emphasis on smoothness of operation, and each has developed its own engine, gearbox, and body mounts for maximum vibration absorption. It would require a book to list all of the mechanical features that are either better, stronger or more refined than those found on "ordinary" automobiles.

Sheer comfort is no doubt behind the design of these cars and they certainly provide a maximum of that, with the added comfort that comes with peace of mind in knowing that reliability also adds to the pleasure of owning and driving any car, especially one of these luxury automobiles.

Editor's note: Thanks to Bob Gavrilesu for his July 1960 Motor Trend Magazine.

Lincoln charts own course in luxury market

Courtesy of John McCormick / Autos Insider / Detroit News

As Ford Motor Co. struggles to right its own ship, the company's Lincoln brand has been left to drift virtually rudderless on the periphery of luxury car market.

Sporadic efforts to revive Lincoln over recent years have not made much impact on consumers, so the brand has relied on its traditional Town Car audience for survival.



The 2006 Lincoln Zephyr

Now, with the launch of the new Zephyr mid-size sedan, Lincoln is taking another stab at competing in the entry level premium sector. Two questions arise immediately: Can the product break through in such a fiercely competitive market sector and does Lincoln have a coherent lasting strategy in place this time?

Shedding some light on the Zephyr itself, Ford's North American design chief, Peter Horbury, says the car's styling points to a fresh interpretation of Lincoln's heritage. "Lincoln has always been an antidote to Cadillac, with simpler cleaner shapes," Horbury contends, adding that the more memorable Lincolns of the '50s and '60s were distinguished by their discrete forms and lines.

The Zephyr follows suit, he says, with a simple but elegant appearance. "Stealth design and funky facets" are not part of the recipe, Horbury notes in a thinly veiled jibe at Cadillac's current sharp-

angled designs.

Lincoln's design philosophy, says the ex-Volvo designer, is a reflection of Americans' desire to avoid overt displays of opulence. "Lincoln does not need to be in your face."

A prominent styling feature of the Zephyr, its 'waterfall' grille, will become one of two new faces for the division. A different egg-crate grille treatment is coming on the next generation Aviator, a crossover-style vehicle due from Lincoln late in 2006.

The Zephyr design also breaks from standard practice in the luxury sedan arena by having an upright, double binnacle-style instrument panel, versus the lower, more sculpted dashboards of most rivals. Extensive use of blond wood trim is another distinguishing factor.

In terms of competitors, Lincoln has set the Zephyr's sites on models such as the Cadillac CTS, Acura TL, Infiniti G35 and Lexus GS350. To varying degrees, these vehicles are considered to be expressive designs, with fairly aggressive styling. By comparison, the Zephyr will be considered conservative, which may or may not work in its favor.

Though the Zephyr's performance is respectable, its 221-hp, 3.0-liter V6 is notably light on power compared to some of its rivals. That deficit will be lessened by the arrival of a more powerful 3.5-liter version of the engine next year, but meantime the Zephyr is trailing the pack. The Zephyr engineers have chosen to favor a cushioned ride over precise steering and handling, which seems to be contrary to the trend in the market sector.

Injecting new life in such a storied name as Lincoln is to be welcomed, but one wonders if the direction taken with the Zephyr is entirely the right one.

Editors note: Stop by and see the new Zephyr at a Lincoln dealer new you. Then let us know what you think. We look forward to driving one in the near future.

Stuff for Sale....

WANTED
1952 - 1954
LINCOLN CAPRI
CONVERTIBLE

PLEASE CALL OR WRITE
MEMBER GARY OFSTEDAHL
26947 Mower/Freeborn Road
Austin, Minnesota 55912

Phone 507-433-7649
Email: gary.ofstedahl@courts.state.mn.us



Reluctantly Willing to Sell
1948 Lincoln Continental
Original V12, Overdrive
Driven regularly to church, to the golf club and
St. Olaf Parades.
Please Call Bob Flaten, 507-645-5744



For Sale - 1994 Mark VIII

Once in a lifetime chance to own a virtually new 1994 Mark VIII. This 15,500 mile car is black with an ebony leather interior. Purchased new by original owner with little use in rain or winter. From the estate of Mike Zilverberg, noted Ford collector. Call Tom Rikala at 218-927-2169 days or 927-2633 evenings. Email: jri-kala415@charter.net. Asking \$12,500.

Great Lincolns Now For Sale...

Ron Fenelon, club member is moving to a new lake home in Alexandria, MN and needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. \$7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,500.

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

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

Bob Johnson has a few more club shirts. If you are interested, please contact Bob at 651-257-1715. Priced right and they look good.

Club license plates are also available. Show up at activities to claim yours. One per club member, additional ones may be purchased for a very reasonable amount.

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



"41 Continental Coupe with V-12, three speed with overdrive. Recent updates include bumper to bumper rewiring, new master and wheel cylinders, rebuilt sub-frame front and rear, gas tank removed, cleaned and lined, new clutch and rebuild tranny, rebuilt carburetor, new ignition wiring harness, rebuilt water pumps (modern parts), rebuilt coil (modern parts), hi-pressure oil pump, proper oil bath air cleaner. new upper radiator hoses and thermostats plus more. Have all the body side moldings and an extra V-12 block goes with car plus many other items. (Two '41s and a wife don't all fit under the same roof). Asking \$16,000.
Call Bob Bjorndahl at 651-429-6042



For Sale:

1976 Mark IV, Bill Blass. Dark Blue, with tan trim. Absolutely spotless, with factory tinted moon roof. All accessories work, air blows cold. Truly must be seen to be appreciated. This is an original condition Mark with only 51,000 miles. Priced to sell at \$6,595. Call member Mike Doran at 952-926-5841.

Wanted Good brown tone interior for 1956-57 Lincoln coupe. Francis Kalvoda, Willmar, 320-235-5777 or Email fjk@charter.net

WANTED

Custom trunk lid with simulated wheel hump that will fit a 1977 Lincoln Continental (not Mark). Some Limos had this style trunk lid. If you have a lead on one of these, please call Francis Kalvoda, Willmar, Mn., 320-235-5777 or email fjk@charter.net

WANTED

1680 Aircraft/Automobile Light Bulbs
Two - Three dozen at a Fair Price
Contact Harvey Oberg at 651-739-9754

FOR SALE

1948 V12 Continental Cabriolet Medium Blue
\$20,000/ Best Offer
Jim Jacobson - 612-205-5499

FOR SALE

1959 Lincoln Premiere 4 door hardtop. 430 cubic inch, 375 HP. All power options. Northern California car, All Original, ready to drive anywhere. No Disappointments. \$17,500 or best offer. Darryl 715-637-7138.

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 or Gary Arneson at 612-781-5148

For Sale

1978 MKV - Diamond Jubilee Gold Edition.
460 Powered, 77,000 Miles, Good Condition.

\$3,000/Best Offer

Call Tom or Sandy 763-786-8985

Preview of Coming Attractions

The following include scheduled club events

December	No club activities planned. You are on your own. Buy your spouse some new tools, car books or parts. Put a few bucks away for your Northstar dues. Write an article about your Lincoln and send it to the editor.
January	Sunday Brunch, Al Bakers, Eagan January 15 th , 11:30 AM
February	Pot Luck with CCCA
March	Sunday Brunch. Date and place to be determined
April	Sunday Brunch, Paradise Inn, Balsam Lake, Wis, April 30 th 11:30 AM Caravan meeting place to be determined. LCOC Western National Meet, Scottsdale, Arizona, April 20 th - 24 th
May	Saturday May 20 th , 10AM to 3PM 7 th Annual Car Show, Whitaker Lincoln - Mercury
June	Picnic Ray Nelson's, Princeton MN, Saturday June 17 th , 11:30 AM LCOC Eastern Nation Meet with CCCA, Gilmore Museum, Kalamazoo Michigan June 2 nd -4 th , this will be the "Grand Lincoln Experience" with LOC and LZOC.
July	4 th Annual Out State Car Show – Southern Minnesota Rochester or Albert Lea - to be determined Saturday night on Kellogg Blvd
August	Caravan tour/overnight to Dick Koop's Orphan car collection, Verona, Wisconsin
September	Annual Region picnic at Roger & Barb Wothe's Environments. Sunday, September 24 th 11:30 AM LCOC Mid-America National Meet, Indianapolis Indiana, September 14 th -18 th
October	3 rd Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7 th , 10AM to 3PM
November	Year End Sunday Brunch, November 19 th 11:30 AM, Machine Shed, Woodbury

Welcome New Members:

Tom Keran, Lino Lakes, MN
James and Nancy Dowding, Rapid City, SD James and Nancy own a 1979 Town Car and a 1995 Mark VIII

We all look forward to seeing these new members at some of our monthly events. We also invite them to send us a picture and a story about their beloved Lincoln that we can feature in one of the future issues of our club newsletter. Every one of our Lincolns has an interesting story. Let's hear yours.