

NORTHSTAR NEWS

My Pride and Joy



Mark Sawyer and his 1981 Mark VI Cartier Edition.

As told by Mark Sawyer.

My father bought the 1981 Lincoln Mark VI Cartier Edition, in Pittsburgh, PA where our family is from and where I grew up. Prior to that he had always bought used Cadillac's, but for some reason he purchased a

new Lincoln that year (He traded in a 1980 Cadillac which I believe had a diesel engine, which if you remember did not work out well for GM that year). My parents both passed away in 1993, and since then the car has been in their garage and driven only occasionally by my sister. It has 62,500 miles on it. I convinced my sister and brothers to give it up as it needed someone to care for it, and it was just sitting all alone for years.

I had it shipped to Minnesota about 2 weeks ago and spent some time washing, polishing, and waxing the exterior before I took it up to my lake home in Webster, Wisconsin. I was quite surprised how well the exterior came to life, both paint and chrome. The only exterior issue is where the vinyl roof meets the seam at the lower part of the roof. I guess it was a design flaw as the seam allowed water to seep up and discolor the bottom of the vinyl, which otherwise is in excellent shape. So I will need to look into a way to fix that.

The interior will need some clean up, but the leather and all interior surfaces look new (just a few dirt smudges). Mechanically I had it looked at by Steve Murgic, who is a former race car driver with an honest garage in Rosemount. I had to replace the tires (they were out of round), changed the oil, radiator fluid, and transmission flush and fill. It has a small intake gasket leak and

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Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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Board Of Directors - 2009-2010

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	
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) davidwgustafson@att.net
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 *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.....

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the exhaust is a little plugged which has made it a little sluggish. I plan to have those both fixed when I bring it out in the Spring.

I have the original window sticker (price was \$22,150), and he had a small loan for the car – the interest rate was a mere 16.9% (remember the good old early 80’s). While going through all of the old paperwork my Dad kept, I noticed he had the transmission replaced while it was still under warranty. I wonder if this year had some problem with transmissions. In any event I drove it up to Webster last weekend on a beautiful sunny day and had a lot of looks and “thumbs up” from drivers on the highway. My wife Cindy followed me up in our other car “just in case” and was the official photographer.

A little about myself, I graduated from the US Naval Academy in Annapolis in 1974 and was a Navy pilot for 7 years active and 14 years in the Navy Reserve. I was a commercial airline pilot for Eastern and Northwest Airlines (now Delta) for 23 years and flew the B727, A300, DC9, A320 and B757. I now work as the Vice President of Sales and Marketing for Aerosim Technologies, a company that builds flight simulators and owns a pilot training school in Florida. We have 5 children from 11 to 29.

I look forward to seeing all those beautiful Lincolns and getting to know everyone in the club.

Trivia from the Internet



Francis W. Davis
1887 - 1978

Francis Wright Davis was born in Germantown, Pennsylvania, August 19, 1887, and grew up in Colorado Springs, Colorado, where his father went gold mining. Young Davis learned to handle machine tools in his elder brother's machine shop, and later was taken into his motorcycle business.

Davis studied mechanical engineering at Harvard from 1906 to 1910, and, after graduating, joined Pierce-Arrow in Buffalo, starting in the factory shop in July, 1910. Early in 1911 he was test driver on the first five-ton truck that Pierce-Arrow was introducing to the trade. Later he became sales engineer in the Truck Division. When WWI broke out, Britain requisitioned large numbers of Pierce-Arrow trucks, and Davis was loaned to the British

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Editors Message

December 2009

It's been a pretty good year. Marion, Faithie and I, along with your help too, have managed to put out another twelve issues of the Northstar News. It has been fun and we have been able to meet a lot of new folks and learn more about what they like and their favorite Lincolns. We have lost a few members and gained a few more than we have lost. It is the way life is, it just ebbs and flows and we have to go with the flow, as best we can.

Marion and I want to thank the North Star

board for their kind words and the very fine, beautifully inscribed plaques which were presented to us, commemorating one-hundred issues of our club publication, the Northstar News. The club also gave Marion and I a gift certificate to The Lexington, one of the great restaurants in St. Paul. We had a modest beginning in June, 2001, some 6 pages, only a couple of pictures per issue. We slowly grew over the years, with many more pictures per issue, a lot of which are in color, and we do 16 pages for most issues. Sixteen pages seem to be our limit for now, as additional pages bump us into a different postal rate. Reliable black and white printers do about 30 pages per minute, plus addressing, bar coding and applying postage to the 166 envelopes we send out each month. Color printing costs are gradually coming down, so eventually we will be able to print the entire issue in color. Great technology makes good things possible. It has been

a lot of fun and a great learning experience for us. We do really appreciate the articles that you have taken the time to send to us. As we are so very fond of saying, "behind every fine Lincoln, is a very interesting story just waiting to be told."



Ch. Faithie welcoming two of her favorite friends to 308 Brandywine, Santa and Mrs. Claus. They will spend a few days with her before going home to the North Pole.

The next few weeks are always both very festive and always a bit hectic. It is always a joy to drive along the many streets of our great metropolitan area and see the many displays of lights. It reminds me of the much gentler days of my

youth, in the 1940's, when my father would take my mother and I, and drive around some of the neighborhoods of Duluth to view what I thought were such very magnificent decorations. Of course, they were not as fancy as today, but children tend to view things much differently than adults. And we were much more appreciative of the simpler things back then. Indeed, life is still good, but much different today.

I will wind this up with my usual end of the year request. Take some time to call up an old friend, or a relative in a distant city. Have a nice visit and stay in touch with those you care for. Time is precious and short, take advantage of those opportunities while you can.

Have a joyous holiday season, see you all next year.

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

Directors Message by Bob Johnson December 2009

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Armed Forces during 1915-1916 to direct maintenance of the truck fleet in England and France. Returning, he became assistant chief engineer of the Pierce truck division and, finally, chief engineer.

The problems of steering heavy vehicles were continually apparent to Davis, and his first effort in this field was a rubber block coupling for absorbing steering reactions. This was popular with the drivers, reducing wheel kick, and a number of Pierce-Arrow trucks and cars were fitted with them. Davis regarded the coupling more as a palliative than a perfect solution, and decided that power assistance would provide the answer. He recalled an article in Scientific American back in 1882 on power steering in ships, but the mechanism was unsuitable for automobile use. Davis then had a search made in the patent office, and found that while an American patent had been granted to G. W. Fitts in 1876, and another power steering gear, operated by vacuum, had been patented in 1904. "Nothing had ever been put on the highway." Ideas abounded, and vacuum, mechanical, electrical and hydraulic means had been attempted. But all had failed for one reason or another.

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The seasons seem to change faster each year. Christmas is now our main focus, Mary and I, wish you a very joyous Christmas and a great New Year. Please remember the reason for this joyous season; please put Christ back into Christmas. Politics and Religion are two topics that I won't argue about, but I feel that we should celebrate Christmas not the Holiday season. I feel that Christmas is the reason for our holiday season regardless of your religious preference, just my thought on the season we are about to embark into. We have no event in December, see you in January

Our first Sunday Brunch for 2010 will be at Jake's Irish Pub in Excelsior on Sunday, January 10th, at 11:30 AM. RSVP by Thursday, January 7th, to Roger or Barb Wothe at 952-473-3038 or rwothe@mchsi.com. The brunch will be ordered off the menu same as last time.

Our final activity for 2009, was a Sunday Brunch, at Al Bakers, Eagan, on November 15th. We had 49 members attend to make it a wonderful day. As usual the buffet was good and the price was very reasonable. In 2008 your Board of Directors decided to honor Tim Purvis's passing with the Tim Purvis Award for the Best Lincoln of the year. The Peoples Choice 1st place Award from each of our three Region Cars Shows was eligible for this award. The Best Lincoln – 2009, was selected by your Directors at the November 5th, Board Meeting. The Tim Purvis Award for Best Lincoln of the Year – 2009, goes to Roger and Barb Wothe's, Maroon 1942 Lincoln Continental Cabriolet. This car was also finished by Tim Purvis in 2002. Our top door prizes, a Ladies Lincoln wrist watch was won by Marion Gustafson and a white Lincoln Flag was won by Rich Labandz, new member from Amherst Junction, Wisconsin. This Brunch was a great way to end 2009, it was very nice to see all the smiles and visiting being done amongst our members.

Special Awards were presented to Dave and Marion Gustafson at Al Baker's, more else where in Newsletter.

At our November Board meeting we planned some of our activities for 2010, if you have a place that you think our membership would enjoy, please contact one of our Board members with your idea. Morries's and North Country has invited us to hold a car show at their Lincoln dealerships, so we will still have three car shows for you to display your Lincoln.

Dave Gustafson still needs "My Pride and Joy" Lincoln articles about your car, every Lincoln has a story, please tell us yours.

With Christmas coming fast, think about giving a LCOC youth membership as a gift for that special young person you like to see driving a classic Lincoln in the future. After one year a renewal is required, we must remember to then renew this Youth membership each year. Just think you have a great gift every year until that person reaches the age of 24.

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

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

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Davis was no longer with Pierce-Arrow, having left them in 1922 to set up as a consulting engineer in his own right. But he decided to try hydraulics because of his experience with hydraulically-operated press tools in the Pierce shops and his recent investigation of a hydraulic truck hoist built by Gar Wood.

Along with the earlier inventors that had come into power steering---but never built any gears---that is what Frederic Davis started with, a number of devices to maintain the fluid at high pressure. Many problems occurred during much of Davis' early design work. Various systems were tried and suffered endless problems, most due to the inability to contain oil under great pressure. Oil leaked from everywhere, all of the time.

A big breakthrough came with the design of the "open center" valve, which proved fundamental to the success of power steering, and is in virtually universal use today. In the original system, built in the mid-twenties by Davis, a

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November Northstar Board Minutes

BOARD OF DIRECTORS MEETING

November 5, 2009

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culver's in Maplewood. Board members present were Bob Johnson, Bob Gavrilesco, Bob Roth, Tom Brace, Harvey Oberg, Dave Gustafson and Roger Wothe. Other members present were Mary Johnson, Faye Oberg and Nan Roth. 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 the 2010 season. Tom Brace moved a white ballot for the existing officers which was unanimously passed. The Board voted on the Tim Purvis Award for the Best Lincoln of 2009 which will be announced at an upcoming event. Bob brought up and the Board discussed the news letter option for 2010: shall the chapter send both a printed copy and an email copy of the newsletter or just an email copy to those who wish to receive it in that manner and mail copies to those members who do not possess email or would rather receive a printed copy. Dave Gustafson will have a check off box in the 2010 dues notice. Note that it is desirable to have a high speed internet connection as it takes approximately fifteen minutes to download on a dial up service. Bob keeps his on his desktop for easy access. We need a committee for the August 2012 Mid America Meet and host hotel selection. Club members will be called upon to help. Bob has information for both Burnsville and Chaska as possible sites. Club members are encouraged to submit ideas for other possible locations.

Treasurer Harvey Oberg reported the treasury balance to be \$3,917.59 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have six new members this past month. The membership stands at about one hundred forty plus. He still needs "My Pride and Joy" articles.

Projects: Bob Johnson and Bob Gavrilesco will explore the possibility of producing club jackets as a club project to be sold to the national members.

Activities: The next event is brunch at Al Baker's in Eagan on Sunday, November 15th, at 11:30 AM. There will not be another activity until brunch at Jake's Irish Pub in Excelsior on Sunday, January 10th. RSVP to Roger or Barb Wothe at 952-473-3038 or rwothe@mchsi.com. The brunch will be ordered off the menu as last time. Other potential activities for 2010 will be found in the newsletter.

There being no further business, the meeting was adjourned at 8:10 PM. The next meeting will be Thursday, January, 7th, 2010 at 7:00 PM at Culver's in Maplewood. All members and guests are invited to attend.

Respectfully submitted by Secretary Roger Wothe.

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conventional work and nut gear was used, with a hydraulic piston and balanced valve in the housing. Oil circulation was by hydraulic pump driven by client chain from a crankshaft sprocket. No suitable commercial pump was available, so Davis designed a small three-cylinder plunger pump. In addition to pump and steering gear, there was a small supply tank and relief valve on the pump.

Normally the oil flow was unrestricted through the gear. Movement of the steering wheel partially closed one or another of the valves, and the restriction on oil flow resulted in an unbalanced pressure causing the piston to move in the direction of the wheel movement, providing servo assistance in proportion to manual effort. Spring loading gave drive "feel." Power assistance stopped immediately when the steering-wheel effort ceased, and "self-centering" was built in to return the wheels to the straight-ahead position. All these fundamental requirements were designed into the first Davis gear, which was incorporated in Davis's own 1921 Pierce-Arrow roadster during 1925. This heavy car had very high-geared steering, yet

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2010 MKT EcoBoost has soul of a sports sedan

By Chris Shunk, Autoblog.com

In 1998, Lincoln's overall sales made it the number one luxury brand in America. The Navigator, Continental and Town Car weren't exactly world beaters – let alone an enthusiast's cup of Darjeeling, but the typical Lincoln buyer was getting precisely what he or she expected: soft, cozy, squishy cruisers for soft, squishy old people. In the decade that followed, Ford's U.S. luxury arm has seen about as much success as a modern day typewriter salesman.

Fast forward to 2009, and yesterday's gaffes have been replaced with a group of indecipherably-named vehicles that don't seem to be catching the eye of the car-buying public. The MKS, MKZ and MKX are nice enough, with tons of tech and luxury amenities, but America's buying public doesn't seem impressed.

The 2010 Lincoln MKT is sized to replace the Navigator, but with the improved packaging, comfort and efficiency of a car-based crossover. We exercised a pair of EcoBoost-powered luxury barges through the twists and turns of Ann Arbor, Michigan to answer one simple question: does the 2010 Lincoln MKT have what it takes to become the spiritual successor to the Navigator and help shake the Lincoln brand of its decade-long sales slump?

Up front, Lincoln turned up the design DNA with its new corporate mug. The split waterfall grille is divided by the four pointed star, and whether you love or loathe Lincoln's new face, it's hard to argue that it's now easier than ever to tell a Lincoln from 100 yards out. The front end rounds nicely into the MKT's overtly chiseled belt line, which moves across the profile undisturbed until it ramps up at the rear wheel.

While we were less than thrilled with the MKT's polarizing exterior, the story improves once you step inside the CUV's commodious interior. High quality leather and soft touch materials abound, with truly impressive blond wood accents that add plenty of visual pop. Ford has faithfully provided very comfortable seating surfaces for some time, and the MKT continues that tradition, but with an added dose of leather-clad luxury.

Behind the wheel, we were immediately presented with the thick, leather-wrapped steering wheel with a real "hold me" feel. Beyond the tiller are Lincoln's corporate white-on-black gauges, which are simultaneously stylish and easy to read. The supple seating surfaces are matched with equally impressive armrests at the door and the center console. The general largesse of the MKT is also evident in the cockpit, as both leg room and hip clearance is plentiful, even for the widest of Autobloggers.

When it's time to take off, the MKT starts with a touch of a button (doesn't everything), bringing Ford's newest powertrain to life. The twin turbocharged 3.5-liter EcoBoost V6 boasts 355 horsepower and 350 pound-feet of torque from 1,500 RPM all the way to 5,250 RPM, resulting in healthy, lag-free acceleration

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November North Star Brunch

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 it could easily be parked by a woman. Through a driving range of up to 75 mph and variations in tire pressure from 10 lb. to 50 lb. in the balloon tires, it was impossible to induce "shimmy." In April, 1926, Davis applied to the U.S. Patent Office for rights on the system, and in October of that year, he got into the car, left his little workshop and took off for Detroit to capture the new market he was confident lay ahead.

Davis had meetings with most of the major manufacturers of the day, including General Motors, Rickenbacker, Packard and Chrysler. All were enthusiastic about his new invention, but few were willing to enter into a licensing agreement with terms amenable to Davis. Finally GM agreed to a one year license for 1927 and in 1928 signed a four year agreement for \$5,000 down and guaranteeing a fair minimum annual royalty over the license term.

During the one-year option period, GM built a truck gear which performed very well with a Saginaw coal company. The driver loved it because he could

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Our end of year brunch was held on November 15th, over at Al Bakers in Eagan. We have been going there each fall for a number of years, and have always managed to realize good attendance. Of course, fine food at reasonable prices usually does help bring people out.

As we did last year, our Director, Bob Johnson, presented the 2009 Tim Purvis award.



Roger Wothe's 1942 Cabriolet



Below, left to right is Roger Wothe, Bob Johnson and Barb Wothe.

Roger Wothe was presented with the 2009 Tim Purvis Award for the best Lincoln of 2009 at the November North Star brunch. This award, in memory of long time North Star and LCOC member Tim Purvis, is made to the owner of the best car from the Region for 2009. The winner was selected by the North Star board of Directors from three finalists, first place winners from each of our Region car shows held this past year. Awarded for the first time in 2008 to Bob Gavrilesu for his 1947 Continental Cabriolet this award was made possible by the generosity of Gaye Purvis, and recognizes outstanding examples of Lincoln vehicles of all ages.

As usual, a number of attendance or door prizes were given out. Marion Gustafson won a very nice ladies "Lincoln" watch, which no matter how much Sweet Faithie begs, Marion intends to keep and wear it herself. One of our newest members, Rich Labandz, from Amherst Junction, Wisconsin, won a great looking Lincoln flag.



Rich Labandz with his new Lincoln Flag. Rich came over from Amherst Junction, which is a little East of Stevens Point, WI to attend our brunch.

Our next event will be held at Jake O'Connor's Irish Pub, Sunday, January 10th, in Excelsior. Please check the back page of the newsletter for more information. We hope to see you all there.

2010 MKT continued...

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back in to unload, using two fingers on the wheel. Following the four-year agreement, a Cadillac power steering gear was built, and there was a lengthy development period suiting the gear to the Cadillac engine, working out the bugs, redesigning parts to reduce costs, and simplifying the assembly.

Continual improvement was also necessary, because manual steering gear makers were not standing still. When Davis began his pioneer work in the twenties, screw and nut and worm and sector gears were normal practice. These systems had overall efficiencies of no more than 30-40 percent. But in the late twenties, the steering gear firms began to come out with roller bearing contacts, which could be preloaded and led to efficiencies of 70-80 percent. Cadillac itself was a pioneer in this trend. However, the factors of larger, lower-pressure tires, and the movement of the engine forward, putting more weight on the front wheels, all argued in favor of power. So did Charles F. Kettering, who drove the first power-steered Cadillac and enthused over it. The two men had a long conference and Kettering said he would pay \$100 to have

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in almost any situation. Ford's claim of the EcoBoost V6 delivering the power of a V8 with the fuel economy of a six-pot are born out through the numbers, returning an EPA-tested 16 MPG in the city and 22 MPG on the highway.

The EcoBoost V6 sounds good, too, with a quiet roar on heavy acceleration, and the MKT doesn't just win in terms of power, either, as the large crossover proved to be more agile in the curves while sporting a more impressive, quieter cabin. The Q7 felt tank-like in comparison to the longer, lighter MKT, though the Audi did supply more steering feedback and confidence-inspiring braking compared to the MKT's somewhat numb wheel and spongy stoppers.

The Lincoln engineering team tells us that special attention was paid to the MKT's road handling prowess, and the EcoBoost-equipped variant received a stiffer suspension both front and rear. The Ford stat machine says that the MKT registers a roll gradient score of 3.8 and a roll dampening tally of 23.6, better than the Q7 or the Acura MDX. Our experience with the MKT showed that the big crossover did remain flat and composed at speed on twisty roads, and we feel that the MKT's lower, wagon-esque stance helped keep its 255/45/R20 Goodyear radials firmly planted to the road.

Despite the MKT's fairly impressive performance chops, this three-row crossover is still at its best when cruising, proving flat out comfy in every environment, with a plush, bump-soaking ride, a pristine THX sound system and terrific ride height and visibility. During our road trip we were able to hold conversations in

muted tones thanks to laminated glass and sound deadening insulation.

With the 2010 Lincoln MKT, the Blue Oval appears to have a very competent luxury cruiser that can stand up to the competition in terms of performance, efficiency, technology and luxury amenities. But while we enjoyed our time behind the wheel, we still don't see Lincoln's new crossover as being the answer to Ford's prayers. The MKT may have the size and luxury to replace the Navigator, but despite its assertive love-it-or-hate-it design, it just doesn't have that "King of the Road" swagger that made Lincoln's first SUV a smash hit in the urban jungle. The MKT is most certainly a fine entry in the large luxury crossover market, though, and that might be all that's needed to keep Lincoln buyers in the family when the time comes to trade in their aging Navigators..

From the internet....

The December issue of Hemmings Classic Car has a nice article comparing two fine American luxury coupes of the later 1970's. Featured is the 1977 Lincoln Mark V and a 1978 Cadillac Eldorado. The article is well written and should be of value to Lincoln enthusiasts interested in comparing the similarities and difference of the two best cars this country offered during that time period. Single issues are usually available at Barnes and Noble and other fine book sellers. There is a picture of a brown Mark V on the cover. Get your copy today for some very fine reading about your favorite brand.

Northstar LCOC Welcome Wagon

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power steering on his car---a large sum to add to the list price of a car in 1930. Unfortunately, the great depression was at hand, and GM's production of Cadillac's fell to levels where it would not be economical to implement due to the increased costs associated with fewer installed power steering gear units.

GM refused to meet the cost and in January of 1934, Davis's license agreement was cancelled.

WW II shut the door on power steering for automobiles, but Davis affiliated with Bendix Corporation and eventually furnished units that were installed on Chevrolet armored cars built for the British Army in 1940. By the war's end, more than 10,000 units had been proved in wartime service and Bendix-Davis gears began to go into earthmoving machinery, tractors, buses and trucks.

After the war, it was a buyer's market for new cars, and GM was having trouble keeping with the postwar demand for cars, let alone tooling up for power steering. Once again, for Davis, the time wasn't right.

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by Francis J. Kalvoda
Willmar, MN
320.235.5777
fjk@charter.net



This month the LCOC Welcome Wagon did not need

to cover too many miles to greet our four newest Northstar members. Contact them with your welcome greeting as you might not see them until next year. This is the season of the very best holidays of the year, so I wish to extend my very best wishes to all LCOC members and your families.

Before I report on our four new members this month I must make a correction for the information about one of our new members from my last report.. The correct Email address for Ray Stolzenberg is raylstolz@smig.net. Sorry Ray!



My first stop this month is at the home of Gordon and Diana Klein, 18870 Zumbro Street NW, Elk River, MN 55330, poweresources@msn.com, 763-458-4046. Gordon and Diana

now drive a silver and black 1983 Mark VI with red cloth interior, but they want to sell this nice Texas car for \$2500! They are buying a white 1981 Mark VI with red leather interior – just like the one they bought new! The Kleins and I have similar tastes. I too like the Mark VI Lincolns and also '56 Mercurys. Gordon told me about a '56 Mercury Monterey he had several years ago; both of us wish he still had it!

At my second stop I visited with Jordan Shannon, 5716 41st Avenue South, Minneapolis, MN 55417, 612-518-7838. If you don't find him there he's probably working as the Service Writer at German Auto Works at 4825 Excelsior Blvd in Minneapolis. Jordan really likes the 60's Lincolns and has a white 1963 Sedan and is working on a white 1961 Convertible. Call Jordan or send him a greeting at jordan31gaw@yahoo.com.



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Welcome Wagon continued...

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In 1951, Chrysler came out with a power steering unit that functioned fairly well--it was based on some of Davis's patents which had expired.

He didn't collect any royalties from Chrysler, but it was the best news he had heard. General Motors called me up. How soon? How fast? How many? This was the major financial breakthrough for Davis. Bendix and GM worked out a proposition whereby they would share the manufacture of units, with Davis collecting a royalty, and within two years, production had reached a million units annually. Public acceptance of power steering was greater than had been anticipated--greater, in fact, than the demand for any other major automobile accessory.

Davis died on April 16, 1978, in Cambridge, Massachusetts. Even in his eighties, he remained alert and active as a consulting engineer, still took an interest in up to date automotive design and development, and was naturally proud of the title accorded him by a biographer---Mr. Power Steering.

From the internet...

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My third stop was to welcome Ken Barthel, 55 Lakeview Avenue, Tonka Bay, MN 55331, 612-845-7599. Email:

kbarthel@Stanleyworks.com



Ken has a triple black 1965 Continental sedan, which he has decided to sell. He wants a 60's convertible (preferably 1965). Gordy Jensen and Roger Wothe are helping Ken look for a car. If any of you know of a nice '65 convertible, give Ken a call. (editor's note: Ken recently sold his 1965 sedan, and is on the trail of a convertible. We hope he is successful, and look forward to seeing Ken and his Lincoln when the planet once again turns, and we have the Spring driving season.)



My final stop was to meet and greet Mark and Cindy Sawyer and family. They reside at 11620 Aileron Court, Inver Grove Heights, MN 55077. Call them at 952-746-8322 or Email them

at Mark.sawyer@aerosim.com. Mark's dad purchased his first Lincoln in 1981, an impressive Mark VI sedan. Mark's dad had been a Cadillac man up until then. Mark's been thinkin' Lincoln ever since and continues to enjoy the well preserved Cartier Edition. His dad would be proud.

The New Year is coming and without the Welcome Wagon column I will be just another unemployment statistic! Continue encouraging Lincoln owners to become LCOC members; they will thank you; I will thank you! Enjoy the new year as proud members of the Lincoln and Continental Owners Club!!

More editor's notes: Bob Johnson and I want to thank Francis for the time he has taken to put the Welcome Wagon column together these past few years. It's been a great way to introduce our new members to the rest of the club. We all look forward to personally meeting our new members at one of the forthcoming Northstar events.

“Our Pride and Joy” - The Northstar News.

By Bob Johnson, Region Director.

This month, *Our Pride and Joy*, is not to write about a model of the Lincoln Marque, but to recognize our club publication, the “Northstar News, published monthly since June 2001, by David and Marion Gustafson.

The fellowship and fun our members David and Marion have given the North Star Region with their literary efforts. On Sunday, November 15th, I had the pleasure of presenting well deserved awards to David and Marion Gustafson to recognize all the work that they have done over the years for the North Star Region. This past September was the 100th edition of the *Northstar News* produced by the Gustafson’s for our North Star Region, and the best part it has always been delivered to your mail box by the first of every month since June 2001.



Bob Johnson (right) presenting North Star Region awards to Marion and David Gustafson, for their work over the years on the Region’s newsletter, the Northstar News.

Our Region newsletter has twice (should have been more but we were re not sending to the correct person) received the Golden Quill Award, this award is presented by Old Cars Weekly, Gerald Perschbacher. For many years, the annual Golden Quill Award has brought recognition to numerous publications in the old car hobby, and continues to be a source of pride for winners. Clubs/Regions are honored by the selection. Of course, publications are not the only gauge that an old car club is successful. But the region’s publication often is a barometer of the region itself. Tasks to produce a publication that qualifies for a Golden Quill Award are:

- Meets the needs of region members
- Is consistently high quality in design and content
- Offers a balance in content (news, features, technical, etc.)
- Presents fresh and creative material that advances the hobby
- Is a good-will ambassador for the region
- Is visually attractive and interesting

First I must say that we have the best newsletter in LCOC and the only one that is published monthly. While reading about newsletters on the AACA website, our *NorthStar News* measures up to the best they have, and when it is that good, the AACA gives a Master Editor Award to that person. David would be at the top of their rankings if we were in the AACA, so that is how he qualified for the Master Editors Award, which I believe is the first in LCOC..

As volunteers David and Marion have given the North Star Region so much, please thank them in person the next time you talk to them

Great Stuff



1981 Continental Mark VI
Two door coupe with sun roof

Am losing my storage, so I need to sell this fine Lincoln. Fairly priced at \$4,650.

Call Bill Hastert at 651-633-9691

Black exterior with black leather interior. New white side wall tires. Recent work includes new A/C compressor and radiator. 80,400 miles, car is in like new showroom condition. This fine Lincoln is from the former Bob Bliss collection in Faribault.

For Sale - 1955 Lincoln Capri

Four Door Sedan, with a Blue/White exterior and a Dark Blue Interior
This is a one-owner car with 33,000 miles. One re-paint, car needs a little TLC. Bob Gavrilesco has seen the car believes it to be a good value for the asking Price of \$6,500 or best offer. Being sold for the owner by Lynn at 612.861.5546.

I am losing my storage, and I do need to part with a few of my Lincolns. The following are offered for sale at this time. All are in above average condition, look very good and are very sound mechanically. Affordably and realistically priced at or below current market value. All reasonable offers will be considered.

1988 Mark VII LSC
1974 Mark IV

1978 Mark V
1967 Continental Convertible

Call Dick Serwat at 651-554-0716

For Sale: 1966 Continental Convertible. Black with black top. Full white sidewall tires. Electrical system recently upgraded. Runs and drives great. Always stored in heated garage and in top condition. Call Irwin Pentel 952.380.0606 or cell 612.743.8765.

For Sale

1984 Chevrolet El Camino, Super Sport, with most available options. 74,000 miles, Light Blue over Dark Blue, excellent condition. Also known as an Arizona pickup.

Call Harvey Oberg for more details at 651-739-9754 Own this unique car for \$8,500

Great Automotive Buys...

For Sale

1979 Mark V Cartier Edition

Light Champagne, Matching leather interior Equipped with 400 CID engine and fully equipped. Mint condition, inside and out. Low Mileage - 38,300 Miles. See pictures and listing on carsoup.com

\$9,000 - Best Offer

Call Ray at 612-722-9966

Wanted

Continental Wheel Hump Style Trunk Lid for 1977 Lincoln. (some limo's had these)

Call Francis Kalvoda, Willmar 320-235-5777

For Sale: 45-48 Lincoln Left and Right front fenders. 46-48 nose section, make offer, no chrome. 46-48 front axle complete \$100. 46-48 transmission with overdrive excellent condition \$650. 59 AB block Mercury engine complete \$400. Call Ted Anderson 763.561.8143.

For Sale

1988 Town Car, with 45,000 miles. Has new tires and battery, and looks like new. Gray with gray soft half-top, rectangular opera windows and side lights.

Fairly price to sell at \$5,000.00

Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN
Email: dop@mwsco.com.

For Sale

1972 Lincoln Mark IV

38,000 Miles, All Original, Trophy Winner Gold with Dark Brown Top and Leather As new condition. \$10K or fair offer.

Call Don Pennock 651-488-1596
Cell 651-253-5516



ELECTRO - TECH, INC.

8836 Xylite Street, North East, Blaine, MN 55449
Phone 763.780.2861

Need your old radio repaired? Want it converted to new technology? Electro-Tech can do the job for you.

This is where other Lincoln club members bring their radios for service. Make arrangements to bring it in over the winter season and have it ready to install once spring comes. Call Greg at S&M Electro-Tech today.



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.

Car storage in Burnsville at 1301 E. Cliff road. Heated with epoxy floors and 24 hr access. Storage is secure, with cameras at all entrances. Power and water is available along with space to wash your car inside. Emergency tools are also available to maintain and start your classic. Monthly rates from \$80 per month with access on a 2 day notice to \$100 per month for 24 hour access. Prices are based on a 1 year contract. Call Karl Flick at 612.961.9705.

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

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 Mark II



In last stages of restoration, this Mark II, remains unfinished due to the passing of it's owner, Bill Reese.

Elizabeth Reese would now like to sell this "Gem in the Rough", to someone in the Lincoln Club who will complete the small amount of the work necessary to restore it to it's once proud beauty.

Elizabeth is open to offers and may be reached at 952-471-9467 until late November, when she may be reached in Tucson, AZ at 520-818-1222

For Sale

1996 Continental, extremely well maintained, very nice car, 140 K, \$5000.

Call Bud Bloomquist, 320-220-4667.

For Sale

For Sale \$850.00 OBO

1939 Lincoln Zephyr 4 door sedan sheet metal only! This car has been completely disassembled and stored for over 50 years and left in a small garage in South Minneapolis. This car was sanded and primed years ago and was the unfinished dream of a fellow Zephyr admirer. I would like to sell Fords first unit-body car with sub frame, four doors, hood, deck and fenders. I have many other parts.

After January 1, 2009 I will offer all above parts and many more Zephyr parts not listed above, individually at a fair market price.

If you are restoring a Zephyr or building a Zephyr street rod and need this sheet metal, please call or email.

*Karl Flick cell 612-961-9705 or email
karlflick@charter.net*

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.

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

Contact Connie **952-835-4148**

Preview of Coming Events

The following include scheduled club events

December We just can't bear to think about that now... Put your feet up and catch up on your reading and dreaming. Nice Craftsman tools would make the perfect holiday gift for the wife. After all, she has plenty of vacuum cleaners, jewelry and all that other stuff. No Northstar events planned for December. Call up your friends and relatives and wish them well. Reconnect with those who you lost contact with over the years. Take a little extra time for your family and those dear to you. Work on that "Pride and Joy" article for next years Northstar news. Do not despair, spring will be here before you know it.

2010

January Sunday Brunch, January 10th, 11:30AM. Jake O'Connor's Public House and Irish Pub. RSVP by Thursday, January 7th, to Roger or Barb Wothe, 952.473.3038 or rwothe@mchsi.com. Not the traditional buffet brunch, but we order off the menu from a wide range of great choices. We were there last year, and all who came were pleased. 2010 LCOC National Board Meeting, Orlando, Florida. January 20-23

February Tentative.. Saturday potluck with the CCCA. Details in January Newsletter.

March Sunday Brunch Place and time to be determined

April Sunday Brunch. CCCA annual garage tour.
2010 Eastern National Meet, Ocala, Florida, April 19-23

May Morrie's Minnetonka All Lincoln car show

Please note: *The Northstar Lincoln and Continental Owners Club* board meetings are open to our members. We do invite you to attend and value your input in the club governing process. The directors would like your comments and suggestions on how we may improve the club and how we can make it a better experience for all of our members. We do recognize there may be an event that could be fun for us to participate in, or a tour to some little known byway or a new dining place that may just make a great experience for all to share in. Call write or email your directors today.

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

www.northstarlcoc.org Click on publications.

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

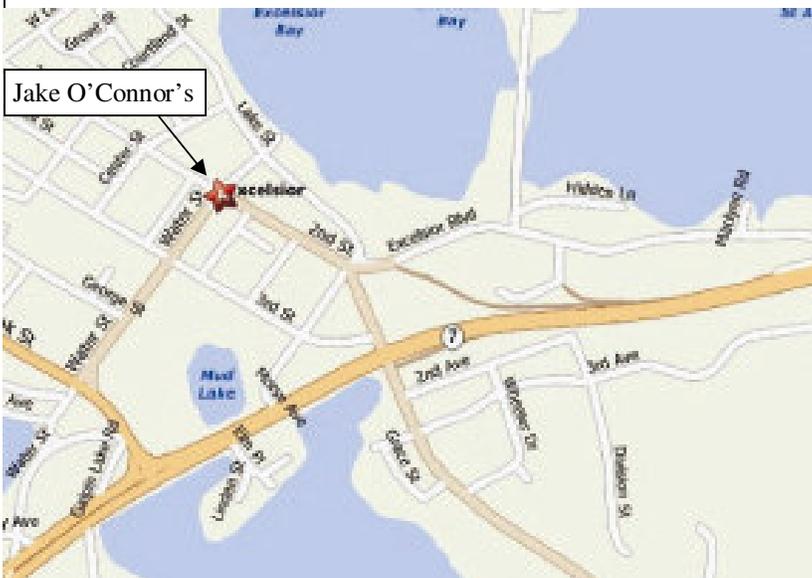
North Star Activities

North Star Brunch, Sunday, January 10th, 2010 11:30AM

Our January Sunday Brunch will be held Sunday, January 10th, 2010 at **Jake O'Connor's Public House** in Excelsior, at **200 Water Street**. The food is exceptional, and the service even better. As a special treat, you can order off the extensive menu. Roger and Barb Wothe are organizing this event. We were there last April and everyone had a great time.



For more about Jake O'Connor's visit: jakeoconnors.com on the web.



Be there at 11:30AM and join your North Star members for a memorable meal.

Not your traditional buffet brunch, we can choose from a wide variety of items from Jake's menu. Make your plans to reserve this Sunday for Brunch/Lunch at Jake's in Excelsior.

RSVP is a must. Call Roger or Barb Wothe, 952.473.3038 or email: rwothe@mchsi.com no later than Thursday, January 7th.

How to get to Jake O'Connor's Public House and Irish Pub.

Highway 494 to Minnesota Highway 7 West. Turn right at County Road 19 also known as Oak Street. First right on Water Street. Destination is to your left, ahead.

All new members are cordially invited to this first North Star event for 2010. There will be a short membership meeting along with door prizes. Let's see a big turnout for the first of many great North Star activities in 2010.