

NORTHSTAR NEWS

Pride and Joy



An Every-day Driver That is “Best in Class”

By Marilyn Fletcher

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 the Fall of 1996, I drove Jack to Van Dam Lincoln Mercury in Oak Park, Illinois, to pick up a Red 1997 Town Car that he had special ordered to use in his business travel. While waiting for Jack and Sales Manager Doug Dykma, at the time Assistant Director and Activity Chairman of the Lakeshore Region of LCOC, to complete the paperwork. I wandered onto the showroom floor and noticed a slightly used 1996 Pearl Essence PGA Edition Town Car that was for sale. I

fell in love with the color and the car. I asked Jack to switch and buy the '96 instead. Doug was amenable to making a deal on the low mileage used car but Jack was not. Over the years, every time I saw a Pearl Essence Town Car I wished that I had one.

In the Fall of 2003, Jack replaced the Red '97 as his daily driver with an '04 Navigator. I inherited the '97 as my daily driver. A year later Jack was surfing e-bay and came across my dream car. It was for sale in Boston, a

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Board Of Directors - 2011-2012

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Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

Pride and Joy continued.

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'96 PGA Tour Edition, Pearl Essence, with parchment interior and blue trim. Just before bidding closed we placed our bid - \$4,200.00 – BINGO we were the high bidder. However, the bid was below the reserve. After several phone calls the seller decided to let us have the car for \$300.00 more than our bid. A day or two later we hooked up our car hauler behind the Navigator and off to Boston we go. We picked the car up on a Monday morning. It was more beautiful than I expected. Physically and mechanically it was near perfect, and it had a new battery and four new tires.



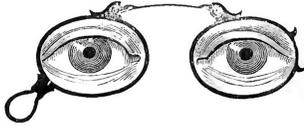
It can be a driver and still win a lot of awards.

The original buyer, was a retired gentlemen living in Florida. When he passed away his daughter brought the car to Boston, but decided that it was too cumbersome to drive and park in that metropolitan area, so she listed the car on e-bay with a \$6,000 reserve.

The '97 Town Car, now with over 200,000 miles (some original – most duplicate), was given to our youngest son. The '96 became my daily driver. It was so nice and clean – I never parked where it could get door

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Trivia from the Internet



Eye Glasses
More than you ever
wanted to know.

Glasses, also known as eyeglasses (formal), spectacles or simply specs (informal), are frames bearing lenses worn in front of the eyes. They are normally used for vision correction or eye protection.

Historical types of glasses include the pince-nez, monocle, lorgnette, and scissor or scissors-glasses.

Modern glasses are typically supported by pads on the bridge of the nose and by temple arms (sides) placed over the ears. CR-39 lenses are the most common plastic lenses due to their low weight, high scratch resistance, low dispersion, and low transparency to ultraviolet and infrared radiation. Polycarbonate and Trivex lenses are the lightest and most shatter-resistant,

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Editors Message

December 2011

Thanksgiving Day evening, it is still about 50 degrees out and what an absolutely perfect day it was. Marion and I had a great Thanksgiving dinner at her nephew and his wife's home in Lakeville, only a few miles from us. It has been a good year and we all have many things to be thankful for. Great relatives (on Marion's side of the family, as I have few left, all very distant), some very fine friends, many of which we have made through our association with the old car hobby. And of course our Sweet Faithie, who brings us a great deal of joy every day.

We are also thankful for all the hard work of our members in writing articles about their cars and working with the club to make our events successful. It has been a pleasure to work with all of you this past decade. Hopefully, our expiration date is still a ways out and we can do this for a few more years.

The holiday season is in high gear. Decorations are going up all over the neighborhood, and to quote the old song "it's beginning to look a lot like Christmas". While we realize that Christmas is not celebrated by all of you out there, we should look upon it as the perfect time of year to be kind and generous toward others, and try to do more good things than not so kind things. As we have in past years, we urge you to reach out to long time friends with a phone call, or personal letter (rather than our usual email) and

wish them well, maybe even offer to buy lunch or dinner. It is the season to do your best.

Ford has been revealing some of their plans for Lincoln in the years ahead.

The refreshed MKS and MKT were shown at the Los Angeles auto show this past week. Most folks out there feel that Lincoln is moving in the right direction. The 2013 MKS and MKT will be available around April of 2012. They will look a little fresher and there will be more differentiation from the Ford car line. In other words, it will be a lot easier to tell the MKS from a Taurus. These

changes are clearly needed to clearly establish Lincoln as a true upscale brand. Also the MKZ will look a bit different too. If you have internet access, check out both the LA Auto Show now and the Detroit Auto Show in January to see just what is happening with Lincoln.

There are no Northstar activities planned for December. Spend some quality time with your good friends and relatives. And while your shopping, and you see one of those red Salvation Army kettles, drop in a buck or two. It's for a good cause and it will make you feel good to. There are others that are less fortunate who count on us to make the difference.

Till January first, David, Marion and Sweet Faithie, the Samoyed.



Sweet Faithie watching her dad getting ready to hang the holiday wreath on the wall. She is hoping that Santa brings her some nice dog treats.

Directors Message by Bob Johnson December 2011

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making them the best for impact protection.

An unpopular aspect of glasses is their inconvenience. Through modern frames can be both lightweight and flexible, and new lens materials and optical coatings are resistant to breakage or scratching, glasses can still cause problems during rigorous sports. Visibility can be significantly reduced by becoming greasy, trapping vapour when eating hot food, swimming, walking in rain or rapid temperature changes (such as walking into a warm building from cold temperatures outside). Scraping, fracturing, or breakage of the lenses require time-consuming and costly professional repair.

The earliest historical reference to magnification dates back to ancient Egyptian hieroglyphs in the 5th century BC, which depict "simple glass meniscal lenses". The earliest written record of magnification dates back to the 1st century AD, when Seneca the Younger, a tutor of Emperor Nero of Rome, wrote: "Letters, however small and indistinct, are seen enlarged and more

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Mary and I want to wish you a very **Merry Christmas and Happy New Year**. Please help us put Christ back in Christmas, God is the reason for holidays this time of year. We hope that you have many reasons to be thankful for this past year. Mary and I are blessed to regain our health and be able to enjoy 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 our Christmas season with your family and loved ones, as our time passes so fast.

What a beautiful year 2012 was in 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 2011 which featured great people, great cars, fun and fellowship. If you go to our web site www.northstarlcc.org, click on Newsletters you can read over 11 years' worth of the best newsletter in LCOG.

At our November Board Meeting, I was elected your 2012 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 10 years. We are adding one member to our Board of Managers; we want to welcome Jay White, who will be our Assistant Region Director, and our Activity Chairman. Please give Jay a call and welcome him to our management team. Harvey Oberg was again elected Region Treasurer for the 29th year and Roger Wothe was elected Region Secretary for the 16th year. Dave Gustafson volunteered to be our Membership Chairman and Newsletter Editor for 12th Year. Bob Gavrilesco volunteered to be our Projects Chairman. Faye Oberg volunteered to be our Sunshine lady.

We have two planning cycles in process for 2012, first our 2012 activities and our August 2012 Mid America National Meet, Bloomington. At our November Board Meeting some of our 2012 activities were planned with just dates to be confirmed. Please call Jay White, 952-432-5939, if you have a suggestion on a great place to go, we want to try new places when possible.

Our Mid America National Meet preparation is in final stages. Our Meet registration packet will be ready January 1, 2012.

During the day we will offer a Thursday Driving Tour to a Fantastic Classic Car Collection of over 150 automobiles with a tasty lunch on the shores of Lake Minnetonka. On Friday we will do the St Paul Gangster Tour, featuring a guided bus tour of the 1920's and 1930's Gangster Era in St Paul with lunch in the famous Wabasha Street Caves.

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November Northstar Board Meeting

BOARD OF DIRECTORS MEETING

November 3, 2011

Regional Director Bob Johnson called the meeting to order at 6:30 PM at Culver's in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Tom Brace, Bob Gavrilesco, Bob Roth 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.

DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed details for the upcoming 2012 Mid America Meet next August. There followed a discussion of what tactics could be used to encourage participants to register early. Bob suggested that there could be a drawing open to those who registered by July 1. There will be further discussion with other ideas. Brad and Carol Yoho will be heading up a St. Paul Gangster Tour during the Meet. Bob has arranged a tour of Morrie Wagener's collection and Roger will negotiate terms for a buffet luncheon following the tour at the Wayzata Municipal Bar and Grill. Barb Wothe passed out Mid America Meet shirts to those Board Members who had already ordered them. She will have another pre-order session before the Meet. Bob held an election for the 2011 Tim Purvis Car of the Year Award. It will be presented at the Al Baker's brunch later this month. Bob presented the Activities Calendar for the next season. There are still a few dates open and he would like suggestions from the membership for other activities.

Treasurer Harvey Oberg reported the treasury balance to be \$2,825.84 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership to be one hundred fifty-five including two new members. Please send him more "My Pride and Joy" articles.

Election of Officers: Tom Brace moved a white ballot to elect officers Bob Johnson, Regional Director; Harvey Oberg, Treasurer and Roger Wothe, Secretary. The motion was seconded and passed unanimously.

Projects: The LCOC floor mat project was cancelled because of the cost. Bob Roth presented a possible project of a lighted, engraved vehicle plaque. He will follow up with more details.

Special Events: There will be a planning session for the 2012 Mid America Meet before the first of the year.

There being no further business, the meeting was adjourned at 8:05 PM. There will be no December meeting. The next Board Meeting will be Thursday, January 5, at 7:00 PM at Culver's in Maplewood.

Respectfully submitted by Secretary Roger Wothe.

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clearly through a globe or glass filled with water". Nero (reigned 54-68 AD) is also said to have watched the gladiatorial games using an emerald as a corrective lens.

The first eyeglasses were made in Italy at about 1286, according to a sermon delivered on February 23, 1306 by the Dominican friar Giordano da Pisa (ca. 1255 - 1311): "It is not yet twenty years since there was found the art of making eyeglasses, which make for good vision ... And it is so short a time that this new art, never before extant, was discovered ... I saw the one who first discovered and practiced it, and I talked to him. "Giordano's colleague Friar Alessandro della Spina of Pisa (d. 1313) was soon making eyeglasses. The *Ancient Chronicle of the Dominican Monastery of St. Catherine in Pisa* records: "Eyeglasses, having first been made by someone else, who was unwilling to share them, he [Spina] made them and shared

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Pride and Joy continued

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them with everyone with a cheerful and willing heart. "By 1301, there were guild regulations in Venice governing the sale of eyeglasses.¹⁹

The earliest pictorial evidence for the use of eyeglasses is Tommaso da Modena's 1352 portrait of the cardinal Hugh de Provence reading in a scriptorium. Another early example would be a depiction of eyeglasses found north of the Alps in an altarpiece of the church of Bad Wildungen, Germany, in 1403.

These early spectacles had convex lenses that could correct both hyperopia (farsightedness), and the presbyopia that commonly develops as a symptom of aging. It was not until 1604 that Johannes Kepler published the first correct explanation as to why convex and concave lenses could correct presbyopia and myopia.

The American scientist Benjamin Franklin, who suffered from

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dings, etc., and kept it washed and detailed regularly. It was used to haul groceries, flowers and plants, and every thing else that a homemaker uses her car for. It also became a back-up car for Jack's travels when the high maintenance Navigator was in a shop. (Would you believe that Lincoln put three rear ends in the Navigator under warranty.)

I had no intention of showing my '96 in any LCOC National Concours, however, in 2006 the National Board established the Mattix Trophy, in recognition of Doug Mattix who had served as National President for 9 years, and made a host of outstanding contributions to the Club, including modernizing judging and concours procedures (which Jack worked on implementing as Mid-American Chief Judge). My '96, now ten years old, was eligible to compete for this trophy. Jack and I were long-time friends of Doug and his wife Carol. I thought that it would be neat if our trophy display housed a "best of show in class" trophy with Doug's name on it. Little did I suspect, at the time, that the road to the Mattix would take more than five years, a lot of work and quite a few dollars.

In 2006 I showed the car in Indianapolis. It needed to win a Lincoln Trophy in the Primary Class before it could enter the Senior Class and compete for the Mattix. The '96 tied for first with one of the late Jerry Flanary's beautiful '95 Town Cars, but did not get the champagne bucket – Jerry's car did. In 2007 the car was shown in Itasca. There it also tied for first with Patti Nawrot's spectacular Green '97, ga-

rage kept low mileage Signature Series. Patti got the champagne bucket (the Lincoln Trophy), as she should have. In 2008 the car was shown in both the MANM in Duluth and the ENM in Columbus. What's new! Again, tied for first at both meets, but no Lincoln Trophy. In Duluth Paul and Deb Andal's White on White on White, perfect in all respects, '94 Town Car took home the prize. In Columbus, for reasons unknown, the car only placed 2nd. The first place winner was Ed and Kimberly Hilton's 1996 Cartier Town Car. Hilton's car was awarded a Lincoln Trophy, as it should have. The Hilton's '96 is the only '90,s vintage Town Car Jack and I have ever seen that came from the factory with lighted vanity mirrors for the rear seat passengers. Little did I know at the time that I would come up against the Hilton's car again in the future. (In 2008, we did not take my '96 to the Western Concours in Irvine, California, as we took our '71 Continental that ended up as the trip from hell – major electrical problems both ways.)

Still seeking a Lincoln Trophy, so I could get the '96 in the Senior Class, we drove the car to the Reno meet in 2009. There the car was up against a quite similar looking '95 owned by Jim and Carol Higgs. Again, a tie for first with Higgs' going home with the champagne bucket. My '96 and Higgs' '95 were very close in all judging details. I was disappointed that I did not come away with a Lincoln Trophy after driving half-way across the country, but I knew in my head and heart that the Higgs' car was a better car.

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Still More Pride and Joy

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*both myopia and presbyopia, invented bifocals. Serious historians have from time to time produced evidence to suggest that others may have preceded him in the invention; however, a correspondence between George Whatley and John Fenno, editor of *The Gazette of the United States*, suggested that Franklin had indeed invented bifocals, and perhaps 50 years earlier than had been originally thought.*

The first lenses for correcting astigmatism were constructed by the British astronomer George Airy in 1825.

*Over time, the construction of spectacle frames also evolved. Early eyepieces were designed to be either held in place by hand or by exerting pressure on the nose (*pince-nez*). Girolamo Savonarola suggested that eyepieces could be held in place by a ribbon passed over the wearer's head, this in turn secured by the weight of a hat. The modern style of glasses, held by temples passing over the ears, was developed some time before 1727, possibly by the British optician Ed-*

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In 2010 the single National Meet we attended was Lincoln, Nebraska. We only took our '71 Continental to this meet because we were scheduled to be the wagon masters on the driving tour eastward across the Lincoln Highway on Sunday and Monday following the meet. We didn't want to be burdened with two cars, with all of the other stuff that needed to be taken care of. This proved to be a wise decision because the trip East ended up in something akin to herding cats with almost all of the cars in the group of 14 being scattered all over Eastern Nebraska and Western Iowa as a result of several wrong turns by some of the participants. (But that's another story.)

For twenty-eleven we decided that we were going for the gold for real. At the end of April the '96 was "retired" from my every day use. It had now had 98,000 miles on the odometer. It was placed on one of our hoists where the under carriage was cleaned and repainted by Jack and our son Bill. All of the previous score sheets were collected and every "gig" was checked out and corrected. The engine compartment was detailed – to the extent that the alternator was replaced, even though it was in perfectly good working condition, because it was severely pitted and detracted (stood out like a sore thumb) from the other detailing that was done. Off to Laconia, New Hampshire in June for the first of the 2011 Concours. Bingo, I come home with my Lincoln Trophy, the car is now a Senior and I can go for the Mattix. (On the way home we blew the left

front tire, but that, too, is another story.)

Next stop in the run for the, Pontiac at the end of July. Here the competition is tough – 30 years of attending meets has taught us that Senior cars are judged "harsher" than primary, as they should be. My main competitor in Pontiac is the Hilton's '96, the car that beat me out for the Lincoln Trophy in Columbus in '08. Again the two '96's are tied for first at the end of Saturday's judging, but who gets the Mattix, the Hilton's. While Ed and Kimberly kept saying that they though my car was the better car, I knew when I first saw their car again that my car would not beat out theirs.

The week after Pontiac was the memorial service for Art Whitmeyer. I knew that John Talbourdet, Chief Judge would be coming to Illinois for that service so I asked him to bring my judging sheets (rather than mail them later as he usually does) in order that Jack and Bill would have additional time to correct the items that caused a deduction in Pontiac. These sheets were a real revelation – I wouldn't call it nitpicking, but every box, on all three sheets, except "convertible top" contained a remark. Gotta admit the three guys that judged this car were tough, but honestly fair. What were the deductions??? – non-Motorcraft ignition wires, torn hood insulation, stone chips on front clip, faded grill chrome, ding in trunk, front and back bumper scratches, wear on driver's seat, scratches on the mirrors, etc. We had been searching nationwide for a NOS replacement hood insulator. There simply are none available. One

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Pride and Joy, we're not done yet

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ward Scarlett. These designs were not immediately successful, however, and various styles with attached handles such as "scissors-glasses" and lorgnettes were also fashionable from the second half of the 18th century and into the early 19th century.

Despite the increasing popularity of contact lenses and laser corrective eye surgery, glasses remain very common, as their technology has improved. For instance, it is now possible to purchase frames made of special memory metal alloys that return to their correct shape after being bent. Other frames have spring-loaded hinges. Either of these designs offers dramatically better ability to withstand the stresses of daily wear and the occasional accident. Modern frames are also often made from strong, light-weight materials such as titanium alloys, which were not available in the earlier times.

Corrective lenses are used to correct refractive errors of the eye by modifying the effective focal length of the lens in order to alleviate the

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day, our son Bill called. He had found a '97 Town Car for sale in Rockford, checked it out and noticed that it had a near perfect hood insulator. The asking price for the car, \$2800 or OBO. Jack met Bill at the seller's place and ending up offering \$1200.00, which was accepted. The insulator and the grill were removed from the donor car and placed on my car – an immediate improvement in noticeable defects. (Bill is now driving the donor car, it runs perfectly and has four brand new tires. Also, after it was cleaned up it looks quite nice.)

Next, my car was sent to the paint shop where the bumpers, front clip, and the trunk were refinished. Pearl essence paint is a three-step process, quite time consuming, and I was concerned that the job would not be done on time. I got the car back three days before we were to leave for the Western National Meet in Redmond, Oregon. It looked great. As far as I knew, every thing that had been the cause of a deduction or comment in past judging had been corrected, if possible.

At Redmond, my competition was the Higgs' car that had beat me out for a Lincoln Trophy in Reno in 2009. The two cars now in competition for the Mattix Trophy were both fine, well preserved vehicles. Higgs' having been driven up from southern California, mine 2030 miles across the great plains and through the mountains. I hope that I'm not going to lose again, I thought. My car breezed through the mechanical judging process with a perfect score.

When Higgs' car was being checked for mechanical, they were missing a tape cassette. The Mechanical Judge asked Jack if Jim Higgs could borrow one of mine so he wouldn't lose a full point in this category. Jack said "no", commenting that Higgs was in direct competition with my car. He was joking, and did give Higgs a tape, so his car could also receive a perfect mechanical score. Who had the better car would now be decided on Saturday on the judging field.

On Saturday, on the show field, judging was early and quick. Higgs' car was judged first. Mine next. Paul Andahl was the captain of the judging team. After the team completed its early inspection of my car, Paul came over and said that he had some bad news, my car had a Gates serpentine belt instead of a Motorcraft belt, and the oil filter was generic. I had to sign off on these non-authentic items on the judging sheets. Jack and I were devastated, how did we miss these. We recalled – as an afterthought when the car came out of the paint shop, Jack in passing, asked that the oil be changed. It never occurred to him or our mechanic to replace the Motorcraft filter with another Motorcraft filter. With regard to the Gates belt, it must have been installed when the alternator was changed and apparently went unnoticed when the car was judged in Pontiac. We were sure that these two defects in the "Authenticity" category would cause me to miss out on the Mattix. All day long we said, well we are from the Chicago area. Like the Cubs, wait until next year.

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More Pride and Joy

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At the awards banquet Saturday night we didn't expect to receive the Mattix Trophy. We were sure, because among other things, especially the time the judges took going over the car, that at best we would get would be a first, but not score as high as the Higgs. As many know, when the winners are announced, the older cars awards are announced first, with Senior cars being last. The field for the show was small so the wait wasn't as long as it could have been. When the Chief Judge called out the winners for Class 309, the last class on the list, he announced that the Higgs' car got a second place and my car got a first. I almost cried. Finally, I was going to take home the coveted Mattix Trophy – "the best Senior 1990 Lincoln or newer Town Car, Navigator, Aviator, Blackwood, Lincoln LS, and 1988 – 2002 Lincoln Continental." My forty-five hundred daily driver was the best in show in that class. WOW! (But, Jack has reminded me that \$4500.00 was just the initial investment.)

The car is being retired from competition and has already been relegated to the status of grocery hauler and errand runner. And NO, its not for sale at any price. If any one asks, they will get a flip-side answer to one that Jack has used when asked if his '61 is for sale – "you will have to ask my heirs".

Our very sincere thanks to Marilyn and Jack Fletcher, good friends of many of us in the Lincoln club, for sharing their story of Marilyn's Town Car. We look forward to seeing them again at the Mid-America this coming August in Bloomington, MN

Directors Message

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Traditional Northstar hospitality will be enjoyed in a room set aside for visiting and socializing with members. Buffets and banquets featuring great food and great opportunities for visiting with good friends are also on the agenda.

We are going to try having a Thursday family and friend's night during our Buffet, where you can bring guests (for that night only) with no registration charge to see our beautiful Lincoln's and enjoy our special fellowship and what the LCOC is about.

Dave could use a few more "My Pride and Joy Articles". Please take the time this winter to write about your Lincoln. Dave will gladly help.

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

**Season Greetings
From your
Northstar
Board of Directors**

- Bob Johnson**
- Tom Brace**
- Roger Wothe**
- Bob Roth**
- Harvey Oberg**
- Bob Gavrilesco**
- Jay White**
- David Gustafson**

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effects of conditions such as nearsightedness (myopia), farsightedness (hyperopia) or astigmatism. Another common condition in older patients is presbyopia which is caused by the eye's crystalline lens losing elasticity, progressively reducing the ability of the lens to accommodate (i.e. to focus on objects close to the eye).

The power of a lens is generally measured in diopters. Glasses correcting for myopia will have negative diopter strengths, and glasses correcting for hypermetropia will have positive diopter strengths. Glasses correcting for astigmatism require two different strengths placed at right angles in the same lens. Prescription lenses, made to conform to the prescription of an ophthalmologist or optometrist, are used to make prescription glasses, which are then verified correct using a professional lensmeter.

Eyeglasses can normally correct and compensate for four types of vision deficiencies:

Myopia is a vision disorder that causes far ob-

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A More Refined 2013 Lincoln MKS

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jects to appear blurred but near objects are seen clearly. Individuals suffering from myopia are prescribed eyeglasses with concave lenses, which compensate for the refraction error by moving the image of the distant objects that cannot be seen clearly backward onto the retina.

Correcting hyperopia is normally done with eyeglasses with convex lenses. With this disorder, the patients can see distant objects clearly but they have trouble with seeing objects that are close to them. Eyeglasses with convex lenses compensate for the refraction errors by moving the image of a distant object forward onto the retina.

Astigmatism is typically corrected with a cylindrical lens. This disorder is caused by a non-uniform curvature in the refractive surfaces of the eye, which leads to an abnormality in focusing the light rays on the retina. As a result, a part of the light rays are focused on the retina and the other part is focused behind it or in front of it.

Presbyopia is a condi-

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Better handling, increased power, improved fuel efficiency, additional standard equipment, more refinement and new technologies that help drivers reduce accident risks provide luxury customers with important new reasons to consider Lincoln and its flagship sedan, the new MKS.

The full-size Lincoln MKS sports an updated, sleeker style for 2013 that headlines a range of improvements that match or exceed more expensive luxury-class contenders.

The Lincoln MKS is the only car in its segment to offer Continuously Controlled Damping (CCD) as standard equipment. By monitoring suspension settings up to 500 times per second, the real-time system delivers a more engaging ride with improved handling, making the 2013 model the best-handling, most road-refined MKS ever

Lincoln Drive Control allows drivers to easily change the on-road personality of the MKS. Moving the gear selector from 'Drive' to 'Sport' automatically adjusts handling performance, ride firmness, throttle response, shift feel, steering response and traction control/electronic stability control parameters. Drivers can further personalize the CCD suspension settings, including selecting the smoother-riding Comfort setting, using MyLincoln Touch.

More projected standard horsepower (300 horsepower vs. 274 horsepower for 2012) is coupled with improved fuel economy; projected 19 mpg city/28 mpg highway, a 3-mpg highway improvement versus today's car

Improving quietness, additional noise barriers and absorbers are placed in

the front wheel wells, around the shock towers, under the hood and in the trunk.

Collision warning, new Lane Keeping Alert and new Lane Keeping Aid technologies help warn drivers of potentially dangerous situations and can help them avoid common accidents

Exterior styling updates include new grille, hood, front fenders, HID headlamps, front fascia, 19- and 20-inch aluminum wheels, decklid, rear fascia, LED tail lamps and exhaust tips

Newly crafted interior features an all-new instrument panel, MyLincoln Touch™ and rich new color schemes complementing new premium materials and genuine stitching

LCOC Elections

At 2:00 PM Eastern time on Saturday, November 19, 2011, LCOC National Directors and Regional Directors met via conference call to elect LCOC officers for 2012. With no opposition, the following persons were unanimously voted in for 2012, President Glenn Kramer, Executive Vice President Gary Birk, Vice President Regions Bob Johnson, Treasurer Jack Shea, Secretary Darren Klingler. Dave Gustafson was recommended by Nominations Committee with next high vote in last election to fill Art Whitmire's term that ends 12/31/2012. Vote was unanimous to elect Dave Gustafson to fill Art Whitmire's remaining term as a National Director.

Congratulations are in order for North Star members, Bob Johnson and Dave Gustafson on being elected to LCOC National Director Positions. Call them if you have any suggestions about making LCOC a better organization or ways to recruit new members.

Lincolns for the Young at Heart

By Lloyd and June Pearson



bought it. L.D. Arrington, from Virginia, loaned us his two wheeler to get the pedal car to our car. Interestingly while I was bringing the pedal car to our car on the two wheeler, the people we met all looked at the pedal car and no one looked at me. The people at Hershey must really love old cars.



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tion where the eye exhibits a progressively diminished ability to focus on near objects with age. It is more frequent in people over 40 years old and it is corrected with convex lenses. These patients need reading or bifocal eyeglasses.

Corrective eyeglasses can significantly improve the life quality of the patient as they are helpful in both correcting vision disorders and reducing problems that appear when such lenses are needed, such as headaches or squinting.

Corrective lenses can also be added to work masks or eyeglasses which are used in sports.

Eyeglass lenses are commonly made from plastic, including CR-39 and polycarbonate. These materials reduce the danger of breakage and weigh less than glass lenses. Some plastics also have more advantageous optical properties than glass, such as better transmission of visible light and greater absorption of ultraviolet light.^[1] Some plastics have a greater index of

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Pedal cars that resemble one of the collector or classic cars have always intrigued us. We have had many years in the old car hobby and our thinking has evolved to include the smaller pedal cars that have such appeal. June and I have been to Hershey Pa. just twice to take in the gigantic flea market. These trips have been great experiences. We searched for several years to find a prewar Lincoln pedal car that would compliment our 3 window 39LZ coupe and our 1940 Lincoln Continental Cabriolet.

In 2002, shortly after we arrived at Hershey, we saw Bob Anderson from Hotsdale PA. He alerted us to where we might find a Lincoln Pedal car. He gave us a really good lead. We had photographs of what a Lincoln pedal car should look like in our car. June asked me to keep my foot on the pedal car to keep it tied up while she retrieved our photographs in our modern car. We confirmed that what we had found was the correct pedal car so we

We improved the pedal car mechanically during the next years but we didn't get the time to restore it. Finally we brought it to Scott Arnstrom at Lakeland Motors along with our 1939 LZ 3 window Coupe which was to have some continual restoration work. I asked Scott if he would repair some small dents in the pedal car and also to have the paint stripped. Scott got into it and he took over the restoration for me. With Scotts skills and painting techniques, the pedal car turned out much better than if we had struggled through it. Ed Limanen, who had done the beautiful leather interior on our 1939 LZ Coupe, came out of retirement to do the upholstery for the pedal car. It was made in Sheboygan WI by the Garten Toy Company, probably between 1938 and 1941. It is really a composite of a couple of models. The horizontal bars of the grill resemble those of a 1938 Lincoln Zephyr while the turn signal lights mounted on the front fenders resemble a 1941 LZ or Lincoln Continental. June has decided we can keep the pedal car in our entry hall so we can enjoy seeing it every day

Northstar Fall Picnic

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refraction than most types of glass; this is useful in the making of corrective lenses shaped to correct various vision abnormalities such as myopia, allowing thinner lenses for a given prescription. Newer plastic lenses, called iZon, can also correct for the symptoms of the higher order aberrations that naturally occur on a person's optical system (including retina, lens, and cornea). These lenses create sharper vision for people who have problems with blurry or dull vision, as well as help reduce the halos, starbursts, and comet-tails often associated with night time driving.

Scratch-resistant coatings can be applied to most plastic lenses giving them similar scratch resistance to glass. Hydrophobic coatings designed to ease cleaning are also available, as are anti-reflective coatings intended to reduce glare, improve night vision and make the wearer's eyes more visible.

From the Internet

Our annual North Star pot luck picnic and auction was held on Sunday, October 30th, at Morries Training and Conference Center, Long Lake, MN.

In prior years, we have held this event in September, and our fall All Lincoln car show on the first Saturday in October. More than often, we have experience weather not terribly conducive to showing cars. Rain, cold winds and general dreariness have resulted in a somewhat smaller attendance than desired. So, this year the September picnic switched places with the October car show. As our picnic has transformed to potluck, being indoors works out much better for us.



Proud papa Brad Wieman with his daughter Chloe, the youngest member of the Northstar Region.

We thank Morrie for the use of his beautiful facility which make this picnic possible. Before dining, Morrie's very knowledgeable assistants opened up the doors to his growing collection of over 150 classic and vintage auto-

mobiles are displayed in a spacious, well lit environment. Morrie now has a room dedicated to Coke memorabilia, and it is a beautiful display. There are now two large rooms used to preserve our past automotive history in its entire grander.



Cliff and Mary Helling, new members are the owners of this very nice 1941 Continental.

We had 55 members bring us more food than we could ever eat at one time. The food was delicious, and there were desserts to die for. We were so full it was hard to stay awake for the auction.



Francis Kalvoda displaying one of the auction items.

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Northstar Fall Picnic continued...

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Bob Gavrilesu and Ed Myhre, Auctioneer Extraordinaire, worked hard to get top dollar.



Roald and Rosalie Storvik enjoying Ed Myhre's performance at the auction.

Ed Myhre again did a great job of auctioneering all the stuff that was donated. This auction bought in more than \$400, due much in part to the spirited bidding war between Richard Eilers and Roald Storvik had over a very nice Lincoln flag. Richard did win(?), going home waving the flag. Bob Gavrilesu and Francis Kalvoda helped display and deliver the merchandise as it was being auctioned

off. Dorothy Palmer and Ken Sampson served admirably as our auction clerks, making sure that all accounts were promptly settled at the end. Dorothy stood by at the ready, willing to cast her evil eye upon those who might attempt to leave without paying.



Karl Flick, Bob and Nan Roth having a great day.



Lyle and Carol Sumner

Thank you to everyone who helped during the auction and our members for buying all the different items regardless of Ed's stated value. We have a real treasure in Ed Myhre with his auctioneering talent, wit and just good humor. Ed, thank you so much for all that you do to make our auctions so much fun. It's all about being with a group of friends and having fun.

We had two nice 1941 Continental sedans in the parking lot that belonged to new members, Cliff and Mary Helling and Jim and Ruth Boylan. Now we need to see them at our Mid America National Meet this coming August, in Bloomington, MN.

We thank everyone for attending, bringing such tasty food, bringing a treasure to auction and buying auctioned items. The day was fun, and a great time was had by all that came to our Picnic. This was a great way to spend a Sunday afternoon with Lincoln friends. Once again, we want to thank Morrie and his staff for once again extending an invitation to our Northstar Region to host this event.

November Brunch at Al Bakers

Our Year End Sunday Brunch at Al Bakers on November 13th was a great day for visiting with friends. We had 30 members enjoy good food, service and a very nice private room.



Gaye Purvis presenting Jeff Eisenberg with the Tim Purvis Award for the best car of 2011.

At this brunch the Tim Purvis Award for the Best Car of 2011 was presented to Jeff Eisenberg by Gaye Purvis, for a 1956 Continental Mark II. This award is in memory of our good friend and long time North Star and LCOC Member Tim Purvis. The winner is selected by the North Star Board of Directors from our three first place, Best of Show Winners for 2011. This award is made possible by the generosity of Gaye Purvis and recognizes outstanding examples of Lincolns shown at our three Regional North Star Car Shows each year.

It was good to see long time member Milt Petersen and his wife Mardy, and their son Milt, Jr at the brunch. It has been a tough year for Milt, and the Petersen's have not been able to attend any of our events, due to Milt's health problems. But, it was nice that you could come out, visit with us and brighten our day a little. The fellowship in our North Star Region is more important than our Lincoln's.



Milt Jr, Mardy and Milt Petersen.

With this being the last event for 2011, several door prizes were handed out, including a Lincoln watch, won by Tom St. Martin.



Jay White and Ray Nelson

Our first activity for 2012, is a Sunday Brunch on January 8th at 11:30AM, at Running Aces Harness Track, 15201 Zurich St NE, Columbus, 55025 (35E Just South of Forest Lake). This beautiful facility features a semi private room with very good food. Brunch price is \$18.95 but you can get a free membership worth \$4.00 off. Come early and fill out a membership card, if you don't have card from last year

We thank all of you for attending our events this past year. It has been a great pleasure visiting with many of you over the years, and we look forward to hopefully seeing many of you in 2012.

Preview of Coming Events

- December Never any official Northstar club activities in December. Surprise your spouse with another classic Lincoln or some great new tools for his garage. Perhaps, get on the phone and call up another Lincoln club member and go out for a holiday lunch. Consider making an end of the year donation to the Lincoln Motor Car Foundation. Lets move this fine project closer toward completion. It's also time to rest up and get ready for a very busy and fun filled 2012, including the LCOC MidAmerica in August, right here in Bloomington, MN.
- January **We will kick off an exciting 2012** for the Northstar Region with our **first Sunday brunch** of the year. Brunch on January 8th at 11:30AM, at Running Aces Harness Track, 15201 Zurich St NE, Columbus, 55025 (35E Just South of Forest Lake)
- February: **Sunday Brunch** Date, place and time in next issue.
- March **Saturday**, Ken Sampson Detailing seminar at Roger Wothe's garage
Sunday Brunch at Jake O'Connors Pub. Dates and times in next issue.
- April **Road trip Friday and Saturday** to: Dahl Auto Museum, La Crosse WI, Elmer's Auto & Toy Museum, Fountain City, WI. Stay Friday overnight. Date and Hotel to be determined
- May **4th Annual Lincoln Car Show, Morries, Minnetonka** on Memorial weekend, Saturday, May 26th, 10:00 AM to 3:00 PM.
Eastern National Meet, Chattanooga, TN, May 16-19
- August Mark your calendar right now for the **LCOC Mid-America show**, hosted by the North star Region, August 15 - 19, 2012, in Bloomington, MN
- September **6th Annual North Star Region, Lincoln Car Show, Luther North Country**, Ford, Lincoln Mercury, Coon Rapids, Saturday, September 17th, 10:00 AM to 3:00 PM
Western National Meet, Concord CA, September 26-30
- October **Annual Region Pot Luck Picnic and Auction**, Morries, Sunday, October 21st

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North Star Event for January 2012



We are off and Running to the *Running Aces Harness Park* for Brunch, Sunday, January 8. 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 8.

The Perfect Gift For The Good Friend that Loves Automobiles

A years membership in the Lincoln and Continental Owners Club

Just \$42 and that also includes a year-long membership in the Northstar Region, a \$20 value. A full year of fun and interesting activities for those interested in Classic and Vintage automobiles and the various social activities that members of the Northstar Region enjoy. Yes, it is true that you do not have to own a Lincoln to belong to the LCOC or the Northstar Region. But, after belonging for a while, it is hard to keep from picking a favorite model and year and searching one out to purchase. A reduced membership rate is also available as an incentive for younger folks to join and participate in club activities.

For more information and to sign a friend up, call Bob Johnson at 651-257-1715 or email: arborbob@aol.com. Don't delay, as memberships are unlimited.....