

## *My Pride and Joy....*

My 1972 Mark IV, by Tim Behr.

I found it at an automobile parts recycling establishment in St. Paul. It was buried in snow almost to the bottom of it's doors. I remember not being able to get into the driver's side, because of the snow depth.

I talked to the owner, and he told me a guy sold it to him because he couldn't find parts for it. I figured that was a pretty cheesy excuse, as I thought almost anyone could find parts for these great Lincolns. The big junkyards were still open in Annandale, and I also knew about French Lake, which has just about every kind of car you could hope for.

So, we started it up. Cough! Cough! The body was complete and solid. The license plate was from Arizona with expired tabs, of course. The good news was that the expiration date was not that long ago, so it hadn't been sitting on the lot for too long.

The yard owner finally got it out of the snow bank with the assistance of a front-end loader. The car was scuffed up from age, and I am thinking to myself if he scrapes it or bends the bumper, or the straps snap, I'm leaving. After some hard work on his part, and a lot of worrying on my part, the car was free.

*(Continued on page 2)*



Tim Behr's 1972 Mark IV - A work in progress

*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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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.

## *My Pride and Joy Continued...*

*(Continued from page 1)*

I drove it down the street. For the price, (not much) I would fix this baby up!

Wow, did I open a can of worms. After a stop at the car wash, I got it home. This was winter time, I just don't remember the month. I wanted to know if it would clean-up and shine. No, it didn't. I waxed and buffed for 2 days. OK, it needed paint, in addition to a few other things.

The engine and compartment were ugly. Turns out the power steering line leaked for a long time so fluid lightly splashed or sprayed on the entire left side, to the point where it was caked on pretty good. It did keep the surface rust to a minimum, though. The engine itself was a greasy, rusty, chipped off painty mess. It burned oil and the carburetor was set way to rich. One word doesn't describe the stench of the exhaust! I just kept forgiving the car because it was a '72.

So I cleaned the interior. Not that bad. The sun had faded a lot of it. The head liner came unglued, the dashboard was cracked. The seats had been re-done in red corduroy.

It was still a big cruiser and you just can't buy them like that anymore!

After owning it a month or so I decided to just redo the whole thing. I have always enjoyed chasing parts and fixing things, so off I went.

I did the tires, suspension, brakes and mechanical related problems first. The poor mechanic at Hoover Alignment almost lost his finger replacing the front coil springs. After that the car really handled nice.

The car wasn't entirely a nightmare. I found out more and more was wrong as I tried to get simple

*(Continued on page 6)*

Trivia from the Internet



Antonio Pasin  
1896 - 1990

*America's Dream Factory For Over 80 Years Like the original little red wagon that lent the company its name, Radio Flyer Inc. is an American classic - a simple, enduring enterprise that has been reinterpreted with each new generation, creating toys that inspire the imagination. For over 80 years, millions of children have used Radio Flyer wagons in countless voyages into the imagination. The magical qualities, beauty and simplicity of the wagons unleash imaginations and nurture the wonder of childhood. The wagons are truly icons of Americana.*

*The year was 1914. Like millions of immigrants Antonio Pasin was welcomed to the land of opportunity by the Statue of Liberty. With his head full of dreams, and his feet firmly planted on the ground, 16 year old Antonio stepped off the boat from Italy. He hardly had a cent in his*

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Editors Message

February 2007

The days are getting longer, each day the sun is a bit higher in the sky, spring will be here before we hardly know it.

We have some very nice events to look forward to in the next few months. In February, we will have a potluck dinner with the CCCA club at Dick Pellow's in St. Paul. This is an annual event and is a lot of fun for those attending. Bring a dish or desert to share with others, and something auto-related to auction off.



Faithie, also known as the "Queen of Hearts" wants all of her friends to enjoy the spirit of St. Valentine's Day.

Ed Myhre will be providing his service as auctioneer, and bidding should prove quite lively. For those who love cars, Dick Pellow has been collecting forever. His collection is interesting, although shy of Lincolns, he certainly has a lot of other nice vehicles to look at. It is also a good opportunity to visit with the nice folks from the Classic Car Club, many of whom also belong to the Lincoln Club. Be there at 5:00pm, see the map on the back page for directions.

March brings us to Tinucci's in Newport. Information on this fine place is also on the back page, complete with a map to help guide you on your way. Marion and I have not been there, but others report that it is a very nice place, lots of good food, priced reasonably.

Marion has just received word from Jeanne French, that club member and past director, Jim French took a nasty spill at home. The net result, a broken nasal bone, a black eye, two broken wrists and a few bruises. The broken wrists make his life a bit complicated and will enable him to probably watch more television than he wants to. Hopefully, he will be better when the really nice weather comes and the driving season begins once again.

April has us returning to Anoka for brunch at the Majestic Oaks on Sunday, April 15<sup>th</sup>. The club is also invited to the Upper Midwest Region of the CCCA annual garage tour on Saturday, April 28<sup>th</sup>. More details on both those events in the next Northstar News.

Elsewhere in this issue is a short article on the new Lincoln MKR, which is a concept car introduced at the Detroit Auto Show this past January. It features styling cues from a number of older Lincolns, Continentals and Marks. It is a four door, but not overly large, somewhat European in dimensions. No V8's here, it is powered by a 3.5 liter V6, with twin turbochargers, generating 415 hp on *ethanol*. I am guessing that a lot of this car will find it's way into production in the next few years. I think that we all would welcome it.

Till next month....  
David, Marion and Faithie, the Samo-yed.

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*pocket - but he did have smarts, energy and a dream. Antonio was an Old World Craftsman whose family had designed and built fine furniture and cabinets for generations in Italy. His desire to come to America and pursue his dream was so strong that his family sold their mule to pay for his ticket.*



Radio Flyer, the only wagon that outsells Ford.

*In 1917, Antonio purchased some used woodworking equipment and set about hand crafting wooden wagons in a rented one room shop. He made wagons at night and peddled them during the day, carrying samples around in a battered suitcase. Business grew steadily, allowing him to hire a helper and eventually, in 1923 he founded the Liberty Coaster Company, which he named after the Statue of Liberty. Antonio saw how his wagons made dreams come true for kids across America, but he also saw how traditional handcrafting could produce relatively few wagons each*

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## Directors Message

January 2007

By Bob Johnson

You all did it; we overflowed our private room at Greenhaven County Club in Anoka, our first activity for 2007, on January 7<sup>th</sup>. We had 56 members who enjoyed a great brunch and fellowship. What a great turn out for good food and great friends. Thank you all for coming and we will try and make sure we have more room for the rest of our brunches in 2007. Ed and Linda Haedtke won a Black Lincoln Flag and Tom Keran won a 2007 North Star Lincoln Calendar.

Our next event is our Annual Potluck with the CCCA, on Saturday, February 17<sup>th</sup>, 5:00 PM, at Dick Pellow's. Directions are in the back of newsletter. Please bring a dish to pass, and a Auction item. This has been a fun event in the past, and this year, Ed Myhre will be the Auctioneer.

March features a Sunday Brunch at Tinnucci's in beautiful downtown Newport. Tim and Gaye Purvis, among many other club members report that the food and service is excellent, and the price is not bad too. See you there at 11:30 on March 18th.

Mary and I returned from Las Vegas, LCOC Annual Board Meeting on Wednesday, January 17<sup>th</sup>. We put 4,058 miles on a 1998 Town Car; freeway driving is easy but very boring. We averaged almost 24 MPG, at 67 MPH. Those trip computers are neat and give you something to play with as you are driving. Identity theft has caused a change in how you use your credit card at service stations. Oklahoma to Nevada, you will be asked what is your zip code and then press enter. Very simple if you see the press enter. We found a new hotel chain

that has Super 8 prices but is set up for travelers that will be staying more than one night. Candlewood Suites, has a complete kitchen setup, exercise equipment and free internet access, what more could a computer junky ask for.

2007 LCOC Board Actions:  
Now each member will be rewarded for recruiting a new member for LCOC. The "Member-A-Month" program will reward you with one month's free LCOC membership for each new member you recruit for the Club. The LCOC membership application form will be changed for you to put your membership name and number on the form so you will receive proper credit for a new member. The new membership application form will be in the 2007 Directory, which should be mailed during March.

The Touring/Original Class for our National Meet Concourses has two more classes added, with a Trophy added for Best of Class, similar to the Custom Class Trophy. A major effort is being made to welcome daily drivers or the average type Lincoln that so many of our members have and are very proud of. Touring events will be the responsibility of the Regions and hopefully will have more emphasis in the future. This change is made from many survey comments made during the past year, the Club is trying to respond but change will take time.

Advertising for visitors to attend our National Meet Concourses was approved, this means all visitors will be

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day. He turned to the auto industry for inspiration, and began to use metal-stamping technology to produce his wagons. With his eye for innovation, Antonio applied mass-production techniques to wagon-making, creating the first wagon, "For every boy. For every girl." This earned him the nickname, "Little Ford."

By 1930, the company operated under a new name, Radio Steel & Manufacturing, and was already the world's largest producer of coaster wagons. However, these were hard times for America, and Americans learned how to make do, or simply do without. But even in tough times they dreamed of a better life for their children, and continued to demand the basic value that Radio Flyer delivered. Throughout the 1930's, the new coaster wagon factory never closed its doors. In fact, Antonio often said with pride, that even during the depression his factory produced more than 1,500 wagons a day.

The company's growth continued and in 1933, just 16 years after its founding, Antonio built a 45-foot tall "Coaster Boy" exhibit that was the hit of the Chicago World's fair. Visitors were amazed by the Ra-

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## Directors Message *Continued*

welcomed at both National and Regional events with out effecting the Clubs insurance. Advertising will be the responsibility of the host Region.

The LCOC website now will have its own Club committee and will be updated with club information, similar to what is on other car club web sites. Two, new features will be Region Newsletters and a picture gallery by year and model will be added for your information.

Dave Gustafson has sent out Region Membership renewals. please help him with this task by promptly returning your Region dues of \$20.00, for 2007. Brian Carlson is making up a CD of Lincoln pictures he took at our annual picnic last fall. We will have CD for sale for \$5.00. You will be able to order it with your Region membership renewal.

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

### Northstar Region Board Meeting Scheduled.

The next Board of Director's meeting is scheduled for the **FIRST Thursday** of February (the 1st) at Culvers Restaurant, I-94 AND RUTH STREET, St. Paul. The meeting will be at 7:00PM. Come early and dine with friends.

Please note the change to the **First Thursday** of each month.

## January Brunch

The weather was on the blustery side, with some very light snow coming down. Still, not your typical January for the Minneapolis area.



Tom Brace brought his 1937 K

Our brunch at the Greenhaven Country Club, in Anoka, was truly a success by all measure. Our private dining room was packed and we had some overflow to the main room. Over fifty members showed, and it was a very pleasant way to begin our calendar of events for 2007. The food was good and the company even better.



Ed Hatke with his new Lincoln Flag

Bob Johnson conducted a brief meeting, and a few door prizes were awarded, including a Lincoln Flag to Ed Hatke. Long distance attendees included John and Dorothy Palmer from Barnum and the Roald Storvick's from Austin. Our next event is in February at Dick Pellow's.

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*dio Flyer exhibit. Inside, a showroom featured the latest Radio Flyer products and offered visitors a miniature wagon for just a quarter. In a decade and a half, the poor boy from Venice had become one of Chicago's representatives to the world. The spectacular World's Fair exhibit made Radio Flyer world famous. But it wasn't the only new idea to come out of the company during the Depression. In the mid-30's the company introduced the Streak-O-Lite, a coaster wagon that featured sleek styling inspired by the Zephyr streamline trains, complete with control dials and working headlights. A few years later they created Zep, a wagon with the flowing lines and fender of the Chrysler Airflow, the first mass-produced aerodynamic automobile.*

*After the Depression, America began to feel that things were going better. But suddenly, in late 1941, Radio Flyer's workers went off to war. Steel, the company's basic raw material, was rationed by the government. The company contributed to the war effort by manufacturing one of the most familiar pieces of military equipment - the "Blitz Can." These five - gallon fuel cans were mounted on the backs of jeeps, trucks and tanks to carry the fuel and water needed by the Allied troops stationed in Europe, Africa and the Pacific.*

*Finally, after years of Depression and war, men and women saw the chance to*

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## *Pride and Joy Continued..*

*(Continued from page 2)*

things to work. The blinkers were shorted somewhere. The rear tail-light sockets were rusted into place. The dome light and trunk light wouldn't work. The alarm system wiring was causing confusion everywhere.

I found out about Hemmings Motor News through talking to a guy about getting the wiring straightened out. That led me to the Lincoln parts supplier's and all the information and help I needed. Many of the parts I needed could be rebuilt and others they recommended I replace. I got plenty of advice, support and more replacement parts.

The Arizona sun had taken its toll on the wiring. Part of the engine wiring harness cracked into pieces as I took it off. The desert sand had coated the under carriage and front-end assembly. That was fun to disassemble. I found part of a picnic kit tucked into the front end behind the head lights, and a small set of tools on the other side. No mice droppings or nests though!

I enjoyed my parts chase a lot, also biannual trips to French Lake, always looking for a new boneyard. I even made a trip over to over to Tomah, Wisconsin to check out another salvage yard. Yes, I even bought a part's car. And I'm still boxing up most of it, except the frame.

I've had a few adventures while out on joyrides with the car. It died a

few times, until I finally got the wiring fixed. Also, there was the time gas was pouring out the top of the carburetor. Yes, quite the learning experience. I managed to rescue the vehicle without a tow truck! That's amazing.

It wasn't too funny when smoke started trickling out of the defrost ducts. Especially, when I couldn't find where it was coming from. So after I replaced the melted wires and half of the wiring harness the problem was solved. The wiring schematics from a literature store helped on that one.

The car is now mechanically and electrically sound. It's practically new from bumper to bumper. I bought a more appealing interior this past summer. As usual, I need more time and even more money to finish it off.

Even though some of the problems were unforeseen and expensive, I love this. I remember to do it at my leisure. At first it was just a hobby to enjoy, sometimes it's a chore. So that's when I let it sit, but not for too long. As with most of the old cars we all own and enjoy, it will always be a work in progress. I can stand back, take a good look and then decide what to repair next. My 72 is truly a work in progress.

Editors note: Our thanks to Tim Behr for this article. We will be looking forward to updates later this year as the work progresses. Restoring one of these older beauties can be a fun and rewarding experience.

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*make their personal dreams come true. By the millions they began to migrate to the suburbs, where they could own their own homes and nurture a new generation of Americans. Not only did the burgeoning families increase demand for wagons, but they also inspired another burst of innovation. The second generation of the Pasin family, Antonio's son, took the company's helm. He recognized that the new suburban homes were different than the traditional city homes. They had extensive lawns and gardens that needed to be mowed, raked and weeded. In response to this growing need, the company developed a line of garden carts and eventually wheelbarrows.*

*By the fifties, Radio Flyer had secured its name in households across America, rubbing elbows with auto giants such as Ford, Chrysler, and GM. World War II and the Great Depression were now over, affordable homes began to sprout up everywhere, and the baby boom was in full swing — a shift had begun for the country, and for Radio Flyer.*

*The Sixties were times of cultural and political revolution — it was the decade that witnessed the Civil Rights movement, listened to groundbreaking music, made strides towards the moon, and entered into the Vietnam War. In this time of rapid change, Radio Flyer forged ahead with*

*(Continued on page 8)*

## January Board of Directors Meeting...

January 4<sup>th</sup>, 2007

Regional Director Bob Johnson called the meeting to order at 7:05 PM at Culver's Restaurant in Maplewood. All board members; Bob Johnson, Dave Gustafson, Harvey Oberg, Bob Gavrilesco, Bob Roth, Tom Brace and Roger Wothe were present. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

### OFFICER REPORTS

Regional Director Bob Johnson called our attention to the first activity of the year, Brunch at Greenhaven Country Club in Anoka. He is expecting a large turn out. He reviewed the responsibilities and tasks for the Mid America Meet in Duluth in 2008. Almost all of the key positions have been filled. There were a few openings left and some potential candidates were suggested and will be contacted. The task list was reviewed and a few additions were made to the list. Bob also presented the agenda for the National LCOC board meeting in Las Vegas on January 13<sup>th</sup>, 2007. Bob also included a look at some of the 2006 LCOC survey results. About twenty-five percent of the surveys have been returned with about 79% of the items marked favorable and 21% unfavorable. More will be forthcoming when more surveys have been received.

Treasurer Harvey Oberg reported the treasury balance to be \$1,373.31 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the

current membership is about 140. Dues renewals will be mailed shortly. Brian Carlson's CDs of the 2006 picnic are available for \$5.00 each. Information on how to obtain one will go out with the dues notices.

Projects Director Bob Gavrilesco proposed to sell the remaining weather strip sets at a discount to a dealer. The board concurred.

Activities: The next scheduled activity will be a joint potluck and auction with the Upper Midwest Classic Car Club at Dick Pellow's facility at 5:00 PM on Saturday, February 17th. Directions may be found in the newsletter or on the website.

There being no further business, the meeting was adjourned at 8:50 PM. The next meeting will be February 1st at 7:00 PM at Culver's Restaurant in Maplewood.

Respectfully submitted by Secretary Roger Wothe.

### Reminder

Northstar club membership fees for 2007 are now due.

Please take the time to complete the renewal form and send in your check today.

Help conserve the club's resources by returning payment as soon as possible, so we do not have to send out reminder notices.

Your cooperation is greatly appreciated.

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 innovative products and revolutionary designs, while maintaining their core values.

*In the seventies, American culture flourished. Many of the "radical" ideas of the sixties had gained wider acceptance, and the decade took on a fast-paced style all its own. To keep up with the fast-paced changes of the time, Radio Flyer made various experimental product changes — from design concepts, to the look and feel of promotional materials, Radio Flyer took on the seventies with full force.*

*The Eighties, also known as the Reagan Era, witnessed the fall of the Berlin Wall and the birth of malls everywhere. It was a time of new technology — from video games to the VCR, and from personal computers to synthesizers in every band, the Eighties were times of rapid change and big hair. But as in past decades, Radio Flyer forged ahead with new products and innovative designs to keep pace with the ever-changing needs of their consumer.*

*But now, more than ever, a significant segment of the country's population longs to return to those times in their lives that were happier, gentler, and friendlier. In their mind, images of their youth and the time spent with their Radio Flyer's are perhaps the reason that so many of today's children are the proud owners of new little red wagons.*

*From the Internet.....*

## Lincoln goes back to the future

Ford's Lincoln MKR concept reveals the shape of things to come for Lincoln with its styling and new TwinForce V-6 engine.

The MKR concept draws on Ford brand's legendary past while giving glimpse of future.



Lincoln MKR Concept

One highlight of Ford Motor Co.'s Detroit auto show display this year was the Lincoln MKR, a luxury four-door coupe concept that harkens back to Lincoln's legendary past while pointing strongly toward the future.

Though Ford has no immediate plans to build the MKR, it is important for two reasons. First, it represents the first full realization of the brand's design DNA in sheet metal, showing the shape of things to come from Lincoln. Second, it marks the debut of a new engine family -- the TwinForce V-6.

The TwinForce V-6 is a 3.5-liter gasoline engine that features twin-turbocharged direct injection for performance that rivals larger and less fuel-efficient V-8s. In the MKR, it delivers **415 horsepower and 400 lb.-ft. of torque on E-85 ethanol**. Ford plans a family of TwinForce engines to power a number of Ford and Lincoln products.

The MKR is elegant yet evinces a

sporty air. It is the product of a design team led by Ford's design czar for the Americas, Peter Horbury.

"We've reinterpreted the best of Lincoln designs over time, preserving the restraint and elegance synonymous with the brand," Horbury said. "This romantic, sporting coupe should turn heads at the show. And, ultimately, this new design language will help lead us forward."

Brand analyst Erich Merkle of IRN Inc. in Grand Rapids said Ford got it right with the MKR.

"It's a very good looking vehicle," Merkle said. "I want it."

But he hopes the styling will not be the only thing carried over.

The MKR is a rear-wheel drive vehicle, and Merkle noted that its proportions are only possible using such a platform.

"I want Ford to have a rear-wheel drive car," he said. "That's where the market is heading. If you want to recapture the essence of an American car, you have to do it on a rear-wheel-drive platform -- because that is uniquely American. It's the only place the imports can't go."

The MKR incorporates seven key exterior design elements. Actual production Lincolns will feature three or four of these signature cues, which include the bow-wave, double-wing grille opening, a powerful beltline and horizontal taillamps.

The grille is one element of the MKR's design that is likely to be featured on most future Lincolns. It was inspired by the 1941 Lincoln Continental Cabriolet. Horbury said it was designed to resemble the prow of a ship.

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*Lincoln MKR continued...*

*(Continued from page 8)*

Ford's new vision of Lincoln is not about ostentation, and that is reflected in the choice of materials used in the MKR.



The black oak instrument panel was engineered from recycled wood and sports chrome-trimmed gauges with Lincoln's new "Ice Blue" lighting. The seats are manufactured using soy-based foam and are wrapped in a cashmere leather produced using an environmentally friendly chromium-free process.



The engine compartment, showing the refined details of the MKR TwinForce, 3.5 liter, 400 hp Turbocharged powerplant.

"This vehicle is basically the future," said Gordon Platto, chief designer of Lincoln MKR concept. "We didn't want to do a retrospective. But we wanted to understand where we've been and what Lincoln means and create a modern interpretation of that."

Courtesy Bryce Hoffman, Detroit News

*Mark VIII Spring Conversion...*

Back in the November Northstar News, I authored an article about my Mark VIII and my conversion of the troublesome air ride suspension to steel springs. I have had several inquiries about the conversion since that time. I got the parts from strutmasters.com. The company has technical assistance also if you want to talk about your problems with the air ride suspension. Their phone number is 866-597-2397. The cost of the parts was a little over \$500.00 including new rear shock absorbers. All parts are available from Strutmasters.

The conversion is quite easy. All four wheels need to come off and the air lines to the bags need to be removed. On the rear, the shock absorber needs to be removed so the lower suspension arm falls down. Then the air bag just falls out. The steel spring is put in the place where the bag was and the lower arm jacked up and the shock reinstalled. The shock holds the whole suspension together. On the front there are three bolts on the top which are removed through the engine compartment. DO NOT lose the load spreading ring. The one bolt through the bottom of the strut needs to be removed and then the air bag will fall out. In order to put the steel spring in the nut at the outer end of the upper A-arm needs to be removed so the suspension comes apart. While pushing down on the lower suspension arm attach the three upper bolts. Jack up the lower arm and attach the lower strut bolt and the A-arm nut. Install a new cotter pin in the castle nut on the A-arm.

In order to clear the message on the inside screen remove the left inside trim panel in the trunk and remove the electrical connector on the computer. If I remember correctly it is the one on the bottom. The one that has the connector toward the rear of the car is for the keyless entry system. I found that out the hard way.

That is all there really is to the conversion. It takes a fair amount of time but there is no heavy lifting required. Once installed, the car will ride a little rougher for a few thousand miles. After about 4000 miles my car is riding smoother again, but still not as soft as with the air ride system. It does handle better in the curves.

If anybody has any questions call me a 651-451-6730.

Jim French

*Great Automotive Buys...*

**FOR SALE**

1951 Lincoln 4 door Sedan  
Restore or for Parts  
\$250

Quite Complete, Lost Storage

Dick Lindahl, Spicer, Mn

320-796-5819

**WANTED**

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

Call Francis Kalvoda, Willmar  
320-235-5777

please help me find one

**FOR SALE**

1968 Thunderbird, California Car  
429 Engine, Dark Green Exterior  
48,000 miles.

Call Dean Carlson

651-645-6568 - 651-271-9022

**Attention Club Members**

We need articles of interest for the Northstar News. We would like you to tell us about your favorite Lincoln. Send us your story and some pictures. We will feature it in an upcoming issue. Mail to Northstar News, 308 Brandywine Drive, Burnsville, Mn 55337. (email: davidwgustafson@att.net)

**For Sale**

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.

**For Sale**

**1947 Lincoln Continental Coupe**

Needs restoring, no motor in car. Have complete V12 Engine. Front and rear bumpers have been rechromed. Gas tank has been cleaned and coated. Have all chrome grille parts. Body is good - No Accidents Fairly priced at \$4,500.

Also have a 1956 Lincoln engine \$300  
1956 Lincoln fender skirts \$150

**Call Ted Anderson at 763-561-8143**

**NORTHSTAR LCOC  
CLUB JACKETS  
ARE NOW AVAILABLE, ONCE AGAIN**

Contact Bob Johnson  
651-257-1715  
email: arborbob41@aol.com

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

Ron Fenelon, club member from Alexandria, MN reports that the downsizing of their Lincoln fleet is complete. Three Lincolns were sold to other Northstar Region members, and one was sold to an individual in Milwaukee, WI. The Fore Sale ads in our Newsletter really do work.

The following items are still For Sale:

1953 Lincoln V8 engine. Complete from water pump to flywheel, includes a carb., but no exhaust manifolds. On an engine whipping skid. \$275 or best offer.

1977/79 Mark V or T'Bird Class A Frame mounted trailer hitch \$50 or best offer.

1979 Collector Series Blue leather wrapped Tool Kit. Still in original box. \$450 or best offer.

Collector Series or Diamond Jubilee original wood insert key blanks, pair and uncut. \$100 or best offer.

Numerous Mark III and Mark V parts. Including a Mark III clock, the chromed dash gauge pods for the Mark III, and tail light assemblies for both a Mark III and a Mark V. A complete Mark V A/C Module, for both sides of the firewall. Complete Mark V Dash module and Dash and Glove compartment face plates for Collector Series or Diamond Jubilee Mark V's. They have the unique wood trim that is different from the Standard Mark V's.

Call Ron Fenelon at 320/763-4197 or email at [rff8536@gctel.net](mailto:rff8536@gctel.net).

**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

***1969 Mark III***

***The feature car of our May, 2006 issue is now for sale. Contact Bill Juring at***

***651-484-2799***

**150 - LINCOLNS - 150**

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

***Please call Gordy Jensen at 952-851-2721***

**STORAGE  
AVAILABLE**

Safe, Secure Storage for  
your classic  
now available

Southwest Metro Location

Contact  
Connie

***952-835-4148***

# Preview of Coming Attractions

The following include scheduled club events

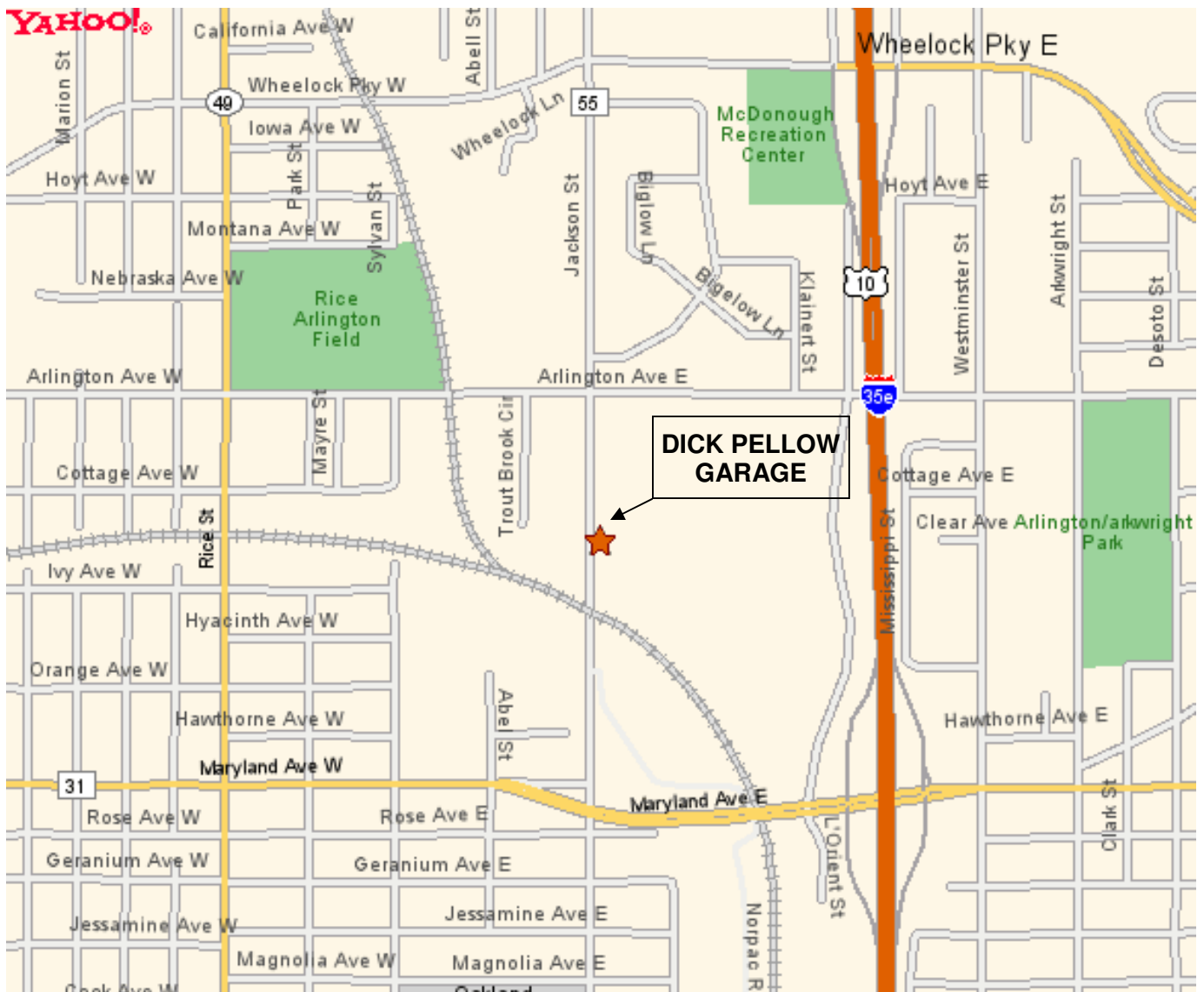
- February Annual Pot Luck, with CCCA. February 17th, at Dick Pellow's in St. Paul. Detail on back page. See you there!
- March Sunday Brunch, March 18<sup>th</sup>, 11:30 AM, Tinucci's Restaurant, Newport
- April Sunday Brunch, April 15<sup>th</sup>, 11:30 AM, Majestic Oaks, Anoka  
Map, directions and more information in the March newsletter.  
CCCA Annual Spring Garage Tour, Saturday, April 28th. More in March Issue.
- May Caravan Tour/ Over night to: 5<sup>th</sup> Annual Out State Lincoln Car Show, Mills Motors, Western Minnesota, Lincoln Car Show Saturday May 19<sup>th</sup>, 10 AM to 3 PM, Mills Motors, Willmar, MN. Saturday night cruise, 6:30 PM, sponsored by the Willmar Car Club, and then on Sunday, May 20<sup>th</sup>, Willmar Car Show, 10 AM to 3 PM
- June Black Hill Over Drive tour, Rapid City, June 8 , 9 & 10 (Tentative)  
Eastern National Meet, Cherry Hill, New Jersey, June 13 – 16, 2007  
Back to the 50's, Minnesota Fair Grounds  
Saturday, June 30<sup>th</sup> and Sunday, July 1<sup>st</sup>, tour with Lake Shore Region to Ed Veit's Car Collection in Quad Cities, Iowa. This beautiful Mississippi area is home for Ed Veit who is a long time LCOC member and has two collector car sales outlets for us to view. We are working out details with the Lake Shore Region for this combined tour that should be great fun.
- July 8<sup>th</sup> Annual Lincoln Car Show, Whitaker Lincoln Mercury, Inver Grove Heights, Saturday, July 21<sup>st</sup>, 10 AM to 3 PM
- August Sunday Brunch, August 8<sup>th</sup>, 11:30 AM, Woodies Restaurant, Plymouth, Mn. (at the Southwest corner of the intersection of I-494 and **Carlson Parkway**, the first exit north of I-394.)  
Western National Meet, Seattle, Washington, August 9-12, 2007

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

[www.northstarlroc.org](http://www.northstarlroc.org) Click on publications.

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

**MAKE YOUR PLANS TO ATTEND NOW!  
FEBRUARY 17th, POTLUCK WITH THE CCCA**



**UPPER MIDWEST REGION, CCCA POTLUCK DINNER AND AUCTION**

***FEBRUARY 17TH, 2007. 5:00 PM TO 9:30 PM.***

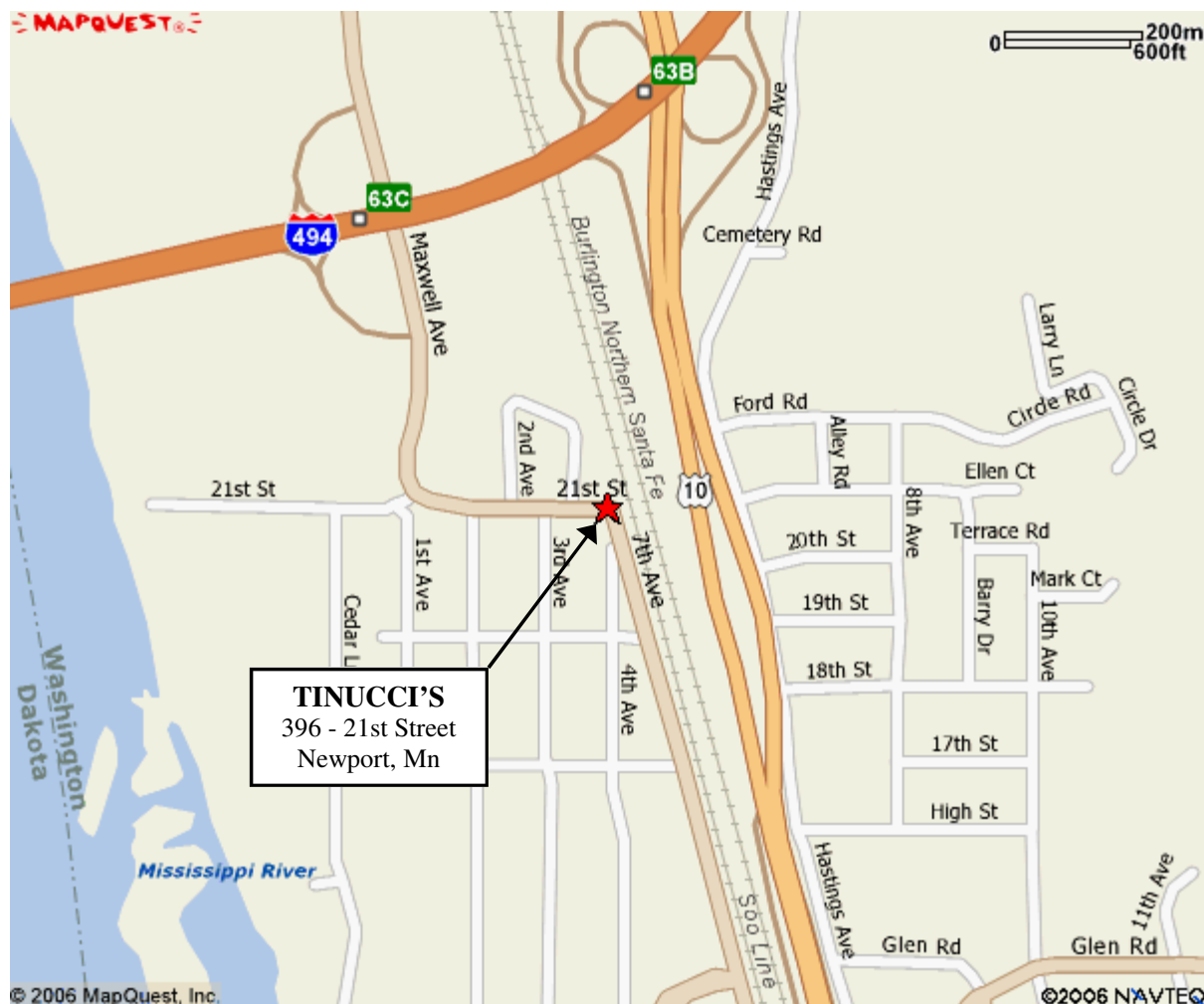
Dick Pellow's Car Garage, **1354 Jackson Street, St. Paul, Minnesota**. Highway I35E to Maryland, West to Jackson, North to 1354. (651-489-1212)

All Northstar LCOC members are cordially invited to attend this event. Bring something for the potluck to share with others.

Please bring auto related items (parts, literature, toy cars, auto-related collectibles, etc) to donate for the auction. This has always been a fun event, and your chance to spend a Saturday night away from the TV, having a great evening with your friends.

# March Brunch at Tinucci's

Mark your Calendars, Sunday, March 18th



**Our March event will be at Tinucci's, in beautiful downtown Newport. Be there at 11:30AM, Sunday, March 18th.**

Carved round of beef, pit ham, eggs benedict, scrambled or baked eggs, French Toast, baked chicken, barbecue ribs, hashbrowns, muffins, orange juice, desert bar, fresh fruit, and much more await the eager eaters from the Lincoln Club! Best brunch value in town. Great way to start your Sunday!

RSVP Bob Johnson, 651-257-1715, (email: [arborbob41@aol.com](mailto:arborbob41@aol.com)) by March 14th.