

NORTHSTAR NEWS

My Pride and Joy

By David Gustafson...

My twenty-five year love affair with Lincoln began in the early summer of 1986, when our 1983 Cadillac Seville was approaching the end of its manufacturer's warranty period. The Cadillac was a very nice car, and performed decently as a highway cruiser, but had a boat load of mechanical and electrical issues. It was a second generation Seville, noted for its unique bustle-back styling and the under powered 4.1 liter V8 engine. It made about 135hp and was torque rated at 200 ft pounds. Today, there are a lot of four cylinder engines that do much better than that. Also, there was a problem of porosity of the engine block and antifreeze would eventually leak into the oil and things would eventually go south rapidly. All that and more from what was supposedly the premier car company in the US, who liked to advertise that they were supposed to be the best in the marketplace, the Standard of the World. In comparison, the third generation models, were absolutely ugly and without any of the classic Cadillac styling owners and buyers had grown to expect throughout the '50's, '60's and '70's. Thanks to the chief bean counter (aka President of GM), Roger Smith, GM was rapidly headed down the road to oblivion. So much for letting accountants rather than engineers and stylists run a car company. To give Cadillac credit, they now produce a fine automobile, recognized by many to be as good as any of models from Lexus, Infinity, BMW or Benz.



David and Marion's 1986 LSC was identical to this one. This picture is from the internet.

So what was my choice for a replacement? Nothing else in the GM stable merited any interest. Buicks and Oldsmobiles with 3.8 V6 engines, not so much. Chrysler also was lacking a quality car, their product line consisted of the K cars in various shapes and forms. And who really knew if Chrysler would be around in another year or two. The obvious other choice was the Ford Motor Companies premier division, Lincoln. Having been born with the

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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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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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initials GM stamped in my forehead, it was hard to consider anything else. But wait, Lincoln was getting some good press from the automobile journalists, especially the folks over at Car and Driver, who rated it as one of the top ten cars for 1986. Even Consumer Union, which publishes Consumer Reports gave a fairly good review to the Lincoln Mark VII LSC model. I thought that it would be good to take a closer look at this model. So, one summer Saturday, I got in the Seville and drove up to White Bear Lake to check what was available there at the Lincoln dealer. I walked in, and immediately gravitated toward a Mark VII on the showroom floor. I opened the door and was very impressed by the muted luxury of the interior. The doors opened and closed easily and without undo force. It just seemed to be a nice, well put together car. The price was in the \$24K range, and I was ready to buy.

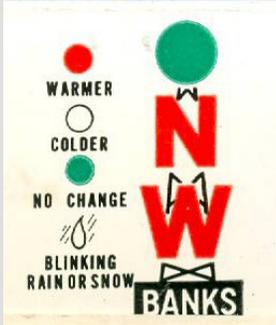


The tried and true 5.0 liter power plant lurking in the engine bay of the Mark VII LSC.

Here I was, literally drooling over the car, clutching the steering wheel with both hands, I might as well

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Trivia from the Internet



Remembering a beloved icon

Ask anyone who has been around the Twin Cities in Minnesota for any length of time if they remember the old Weatherball and they will instantly smile. The sign, which stood atop the Northwestern National Bank building in downtown Minneapolis for more than 30 years, was more than just a familiar site, it was a beloved downtown landmark that stood both as a source of instant weather information and a symbol of the metro community.

"Number one, it was very, very visible," said Marilyn Dahl, regional president for Wells Fargo, formerly Northwestern National Bank. "A lot of people were born and raised here and knew it well. It was also a

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Editors Message

February 2011

Believe it or not, the days are actually getting longer. December 21st, we had but 8 hours, 46 minutes and 7 seconds of daylight, but I can't remember if it was cloudy or not.

If it was clear and cold, it would have been the short one. On February 1st, when most of you folks will be reading this, we bump up the daylight to 9 hours, 47 minutes and 40 seconds. And if we make it through to March, we can enjoy 11 hours, 8 minutes and 54 seconds of the golden yellow stuff. In March, we horse around with the clocks once again and go into the daylight savings mode. For most of us doddering old fools, who sleep late in the AM, this is a good deal, as we get a little more time in the evening to do our errands and not have to worry about driving around in the dark.

What I am really trying to say, is that there are truly better days ahead. I do believe that March will bring us sunshine and an early spring. It may be time to make that trip to Mills Fleet Farm or Menards and get some of the good stuff to get the winter dust off the Lincoln as soon as that first nice day comes to call.

Some fun stuff is coming up. This month it will be the annual CCCA potluck to which we have been invited

once again this year. Details are on the back page. Don't forget to RSVP if you are coming. In March, we will go back to Tinucci's over in Newport.

Read about it in next month's newsletter. Great food, nice room, good service and reasonable prices, make this a great place to always come back to.

The club plans on doing a driving tour in July or August, perhaps in conjunction with a car show somewhere in Southern outstate Minnesota. If you have any suggestions about a great city to visit, call Bob Johnson at 651-257-1715 and of-

fer your ideas. Also welcome are new places to visit for Sunday brunches. Your ideas are always welcome and will help make a great club even better.

2011 North Star club dues invoices have been sent out. We have tried to make it as easy as possible and included a return envelope to help you get your payment back to us. We have already received a goodly number back, and one member was kind enough to include the penned note, "it was the best \$20 I have ever spent." We thank him very much for those extremely kind words.

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



Sweet Faithie, all dressed up in her Valentine's day finest, is visiting with her friend, Ms. Bear. I think they may be going out to look for "Love in all the wrong places."

Directors Message by Bob Johnson February 2011

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one-of-a-kind symbol that people could comment about. No matter who you were or where you were you could talk about it because there really wasn't anything else quite like it around."

And, of course, it was also popular because, as we all know, Minnesotans love to talk about the weather.



The sign flashed different colors to indicate the day's weather forecast. The colors were chosen according to National Weather Service forecasts for the following day. Each day at 4:15 pm, from the day of its inauguration in 1949 until 1977, a bank employee would dial the changes from a master control in the bank. The system was eventually up-graded and a speed call system was used to color code the Weatherball automatically. Under this new system the Weatherball was up-dated four times daily.

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Maybe only 60 days left of winter. The old timers don't have any thing on us now about tough winters. Fuel injection sure has made starting cars much easier than back when everything was carbureted. I'm going to date myself, but remember when you would take the battery out of car at night so that it would have more juice to start car in morning. I sure don't miss having to jump, push or pull a car to get it started. Those times were not the good old days that we remember.

Mary has now finished her radiation treatments for breast cancer. The doctors have declared her 100% cancer free. Mary thanks everyone for your prayers and cards wishing her well. Modern medicine has made tremendous advances, but a cure for cancer is still remains a mystery. Mary and I believe that faith in God is still one of the best treatments known to mankind; modern medicine and God can do wonders. Again, we thank you for all your support.

The first activity for 2011 was our Sunday Brunch on January 9th, at Al Bakers. We had a private room where we enjoyed great food, good service with reasonable prices. Thirty-five members braved the cold weather to attend. Bruce and Judy Nichols drove over from Madison, Wisconsin, and attended while visiting their daughter who lives in the twin cities. Dave Gustafson again handed out more 2011 North Star Region Calendars to attendees. Our door prizes, a Lincoln wrist watch was won by Faye Oberg, and a black Lincoln flag was won by Bill Allen.

Dave Gustafson has sent out our North Star membership renewals for 2011. Dues will remain at \$20 again for this coming year. Dave would appreciate your quick response to renew and please update the information on the renewal form so we can update our membership directory which will be published later this spring.

In February we are again invited by the CCCA to a Saturday potluck on February 19th, at the Motorplex Court, in Chanhassen, 5:00 PM till ? CCCA decided to have an auction and our auctioneer extraordinaire Ed Myhre will again try to get your last dollar. Please bring anything automotive or what would make a good auction item. Please RSVP to Randy Mckinnis by Wednesday, February 16th.at 612-926-5670 or email randall.mckinnis@sodexo.com, and let him know what you will bring for the potluck.

I did not attend the LCOC annual winter board meeting held on Saturday, January 22nd, in New Orleans, LA. With the poor economy, all LCOC operating costs are being evaluated and decisions will be made to keep us in the black. In March, I will let you know what was done at the meeting for 2011.

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

January Northstar Board Meeting

BOARD OF DIRECTORS MEETING

January 6th, 2011

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Culver's in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Bob Roth and Roger Wothe. Other members present were Mary Johnson, Faye Oberg and Brian Carlson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed the income and expense reports from 2010 and presented a budget for 2011. His projections are for a profitable year if most expenses stay in the area as they were for 2010. Bob will present the projections for the 2012 Mid America Meet in Bloomington next month. We are looking for suggestions for a fund raising club project. All suggestions are welcomed and encouraged.

Treasurer Harvey Oberg reported the treasury balance to be \$1,875.51 with all bills paid.

Membership and Publications Director Dave Gustafson reported the membership total to be approximately one hundred fifty. He will send the requests for membership renewals this month. Please send any "My Pride and Joy" articles to Dave.

Activities: A list will be found in the newsletter. The next club event is Sunday brunch at Al Baker's in Eagan on January 9th, at 11:30 AM.

There followed a discussion of problems with judging at our meets. There were complaints about nit picking and the amount of time spent on each car by some judges. Roger suggested that the meeting for judges should also include all of the car owners as done in some other car clubs. That way judges and owners should all be on the same page.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be at 7:00 PM on Thursday, February 3, at Culver's in Maplewood. All members and guests are welcome.

Respectfully submitted by Secretary Roger Wothe.

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"People would call in all the time to ask if we had the right color up," laughed Dahl. "But the Weatherball was pretty accurate." "The tallest illuminated sign between Chicago and the West Coast," the Weatherball was first introduced in Minneapolis on October 7, 1949. A gala ceremony featuring fireworks and local personalities welcomed the new landmark as Northwestern Bank President Joseph P. Ringland threw the switch and for the first time the Weatherball lit up the sky. Five hundred balloons were released from the rooftop, 15 of which carried certificates good for various savings accounts.

Co-designed by Federal Sign and Signal Corp., and Douglas Leigh, Inc., New York, the top of the Weatherball towered 367 feet above the street and the sign itself stood 157 feet tall, as high as a 12-story building. When it was first erected, the Weatherball was the second-highest structure in the city next to the Foshay Tower. The light inside the globe came from one and half miles of neon tub-

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Pride and Joy Continued

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ing. The sign was built to withstand winds up to 140 mph and just three days after the dedication lived up to its billing, surviving a 90mph gust during rare 'land hurricane' as they called it at the time.

It was visible from 15 miles away at night, making it the perfect fix for a town addicted to weather.

"I think it's just the people of Minnesota, the upper Midwest, have a great yearning about the weather. A great interest in the weather," said legendary TV weatherman Bud Kraehling who was the other reliable source of weather at the time.

Kraehling concedes there were a lot of gimmicks in the forecasting world at the time, including the Shell Weather Tower that served as his set for a time in the 1950s. It was an indoor studio designed to create the illusion that Kraehling was up in an observation tower exposed to the elements.

And, from time to time he'd give a nod to the big ball.

"Made the Weatherball

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have had a sign that had the words "sucker" emblazoned on it hanging around my neck. I was the only customer in the dealership. The sales force, numbering about 4 or 5 were strangely dressed in warm up gear and off in a corner of the showroom, apparently exchanging fish stories. After about 20 minutes, one finally ambles over to me. I shared my observation with him that I thought this was a really nice car and that it would be nice to have one. He shared with me his observation that this is one of the best cars on the road and promptly walked back to his cohorts and continued chatting away. I waited for another 10 minutes or so and came to the conclusion that this group should embark on a new career of selling shoes at Bakers. I was not even noticed as I took my leave and my Seville and headed elsewhere.

By this time, it was around 3PM and I thought that I would try one more dealer, Quality Lincoln-Mercury, located along Highway 494 in Bloomington. I pulled in and was immediately greeted by a young salesman, who introduced himself as Jeff Fox. He showed me the various models and asked me specifically what I was interested in. I told him that I wanted a LSC and if he had one in blue that would be even better. He asked me to wait a moment and was back in a few minutes with a dark blue LSC parked outside, idling by the door. He said take it for a drive, but try to have it back by 5:00 when they close. I got in, adjusted the mirrors, seat, and tilt wheel and off I went. I went South on 35W for about 15 miles or so. The difference was like night and day between the Seville and the Mark VII. The LSC had a nice bump in horsepower, up to 200 and torque was rated at 285 ft pounds. A measurable difference over the Cadillac. It just wanted to go fast. Hit the gas at 50, and it would drop down to second gear, and there would be this wonderful buzz under the hood as you rapidly accelerated forward. And to make it stop quicker, it also was one of the first US production cars to feature disk brakes all the way around with four channel anti-lock brakes as standard equipment, nosing out Corvette by six months. It just kept saying in that language only known to new cars and prospective buyers "take me home"... "take me home".

I was back in a flash to the car store, and Jeff was eagerly awaiting for me. He knew from the smile that I liked the LSC. He offered to have someone take a look at the Seville and I gave him the keys. After a brief consultation with the sales manager, Jeff came back with a figure of \$11K difference. I said how about 10... He said sold. I said that I would be back on Monday with a check.

It was a wonderful car. Very dependable and the miles per gallon was

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Pride and Joy continued..

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part of my forecast. I would pretend to look out across the sky and I could see the Weatherball, from the weather tower, and would say something like, well we both agree on how the forecast is going to be tonight," he laughed.

Of course, Bud and the Ball pretty much had to agree. They both got their forecasts from the same source at the time - the National Weather Service office at the airport.

A jingle was written to help the public remember what each color stood for. The Weatherball jingle became as familiar as a nursery rhyme.

"I was born and raised in south Minneapolis," said Dahl. "

So of course I grew up knowing the Weatherball song from jingles on the radio." The jingle was re-written in 1956 into the jingle that is still remembered today:

*When the Weatherball is red,
Warmer weather is ahead.*

When the Weatherball is white,

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quite good. Always fun to drive, very precise steering, it would go where you pointed it. Not a real large car, but it was quite comfortable for four people. It did use a little oil, about a quart every 900 miles. Never used more than that, and Ford said it was within tolerance for this model. One winter, it was especially cold, and one of the valves for the air suspension bags stuck open. Unfortunately, I did drive it for a short distance and the bags were damaged. Lincoln covered the replacement. At about 80,000 miles, the exhaust system was making noise. It seems that the catalytic converters were failing. The whole exhaust system from front to back was replaced, again with Ford picking up the tab. After the first winter, I switched to Michelin X-1's which performed much better in the wintertime than the OEM tires that came with the car. Cars like these shouldn't be driven in the winter anyhow. Other maintenance included one set of pads and one or two rotors. The Marchal fog lamps were a another problem. Unless you kept the covers on all the time, you ran the risk of having them broken by road debris. Replacement was a bit pricy.

The Mark VII was manufactured from 1984 through 1992. There were a fair number produced during those years, and it is still fairly easy to find a low mileage Mark for a reasonable price. There were a very few, probably under 300 that were fitted with a 2.4 liter, in line six cylinder diesel engine. It was a good

engine, but performance was a bit lackluster, and sort of out of character for such a hot looking car. Most sat around in dealer's showrooms and eventually were sold way under sticker. There are survivors of these models and every once in a while one will turn up on ebay or in Hemmings. With proper maintenance, the diesels will go several hundred thousand miles. As a collector car, I believe they are undervalued in the marketplace. All can be showed at LCOC meets and are a good entry level car for those wanting to join the club and participate in meets. And they are a car that can be driven everywhere in style and comfort.

It was a sad day in 1993 when we parted ways with the Mark VII. It had served us well for over seven years and 140,000 miles as a daily driver. Of all of the cars we have owned over the years, this model was one of my favorites. It had classic styling, understated luxury, reasonable performance and a good collection of options that could satisfy almost any driver. Will we ever see another Mark? Given today's market, probably not. There are just not enough buyers out there in the market place for a niche vehicle like this. What a shame to see the sun set on such a magnificent series as the Lincoln Marks.

Occasionally, the desire to own another one wanders into my horizon, but alas, Marion very quickly brings me back to my senses and of course, reality.

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*Colder weather is in sight.
When the Weatherball is green,
No change in weather is foreseen.
If colors blink by night or day,
Precipitation's on the way.*

Three sides of the sign flashed the letters "NW" and "BANK," which were clearly visible from a distance of several miles by day. In 1957, Weatherball Chimes were added to the soundscape of downtown Minneapolis. Initially installed on a two-week trial period, the chimes were so popular that they were kept in operation for several years.

The Weatherball soon took on a personality of its own, becoming a much-loved part of the downtown landscape. Employees of the bank celebrated the sign's 10-year anniversary with a 1,100-piece anniversary cake. On the 20th birthday for the Weatherball, local WCCO radio personality Howard Viken broadcast his morning radio program from the lobby of the bank and the public was invited to a free party for cake and coffee. Mail came in from around the world requesting information

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Car and Driver, Mark VII LSC, one of the ten best

In 1986, in a fairly objective review, the Lincoln Mark VII LSC was tested out and found to be one of the ten best cars for that year. Here is what C&D had to say.

In previous years of voting, the Lincoln Mark VII LSC was invariably the bridesmaid: it never earned quite enough votes to march down the aisle as a full-fledged participant in the Ten Best ceremony. For 1986, Ford has been generous with improvements to this open-road roamer, and it has finally won its rightful place on our list.

First, the Mark now has 200 horsepower under its hood, thanks to the addition of port fuel injection a tuned intake manifold, a higher compression ratio, a fast-burn combustion chamber, and roller tappets. Second, with greater motive force available, the chassis engineers retuned the air suspension slightly. Finally, the interior designers saw fit to retire the winking-digit dash from active duty, at least in the LSC edition of the Mark VII. In its stead is a proper analog panel, containing a 95-mph speedometer and a 6,000-rpm tachometer.

We can't say that these changes will be enough to draw the Mark VII's intended clientele from the woodwork (where it seems to have been hiding since the Mark VI was dropped). But this brings up yet another attractive side of the big Lincoln's multifaceted personality: exclusivity is its own virtue.

A few further observations from the internet.

The **Continental Mark VII**, later shortened to just **Mark VII**, was a rear wheel drive luxury coupe from Lincoln. Introduced for the 1984 model year, the Continental Mark VII shared its platform with the Ford Thunderbird, Mercury Cougar, and Lincoln Continental (the Ford Fox platform from the code name of the first program using the platform). The Fox platform was originally introduced for the 1978 Ford Fairmont and Mercury Zephyr. The same platform was also utilized as the base for the 1982 - 1987 Lincoln Continental sedan - the Mark VII's four-door companion. Like its predecessor the Lincoln Continental Mark VI, the Mark VII was manufactured at the Wixom Assembly Plant in Wixom, Michigan through 1992. It was replaced by the Lincoln Mark VIII in 1993.

The Mark VII held a lengthy standard equipment list, including an onboard trip computer / message center and digital instruments (on all except the LSC models after 1986). Mark VII's also came with full air suspension at all four wheels. The 1985 LSC was the first American vehicle with electronic 4-channel anti-lock brakes (6 months before the Corvette). Mark VII also had the distinction of being the first American vehicle with composite headlights.

There were 4 trim levels to start with: Base, Gianni Versace Designer, Bill

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January Brunch at Al Baker's

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about the sign and Weatherball collectibles which became hot items.

"I have the old metal weather ball banks that even today are a hot commodity," said Dahl, a collector of both Norwest and Wells Fargo memorabilia. "People still look for them all the time. Originally, they were given out at the bank. We had both metal ones and then later on, plastic ones. I also have little metal Weatherball lapel pins."

The Weatherball was truly a popculture icon in the metro area for 33 years until Thanksgiving Day of 1982 when a fire destroyed the Northwestern National Bank building.

A new plan emerged that would conceivably keep the Weatherball around for generations. The bank entered an agreement with the Minnesota State Fair to put it on permanent display there.

According to transcripts of the news conference of January 4, 1983 the bank would dismantle the sign and deliver the ball to the fair. The fair would pay to restore it and have it on display in time for the 1984 fair.

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The first activity for 2011 was our Sunday Brunch on January 9th, at Al Baker's. Our North Star members are a hardy bunch, 34 people attended, listed by RSVP date: George and Gladys Traficante, Ray and Jeanine Nelson, Tom and Joan St Martin, Roger and Barb Wothe, Gaye Purvis and Dick Eilers, Dave and Marion Gustafson, Bruce and Judy Nichols, Karl and Sharon Flick, Jack and Julia Vanatta, Harvey and Faye Oberg, Bob Gavrilesco, Jay and Carol White, Ken Sampson, Bob and Nan Roth, Bill and Donna Allen, Roger and Jan Leppla, Roald and Rosalee Storvick and Bob and Mary Johnson.



Bruce and Judy Nichols, from Madison, WI.



Rosalee and Roald Storvick

Lincoln wrist watch was won by Faye Oberg, and a black Lincoln flag was won by Bill Allen.

Fun and visiting with old and new friends was again the highlight of the day. One of our members suggested doing the club announcements and having the drawing for door prizes before we eat, so members can have time to visit with friends. That way, those that must leave to attend other activities and not miss out on the drawing for prizes. Brunch format change will be discussed at next Board meeting.



Julia Vanatta and Dick Eilers

More Mark VII

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On January 26, 1983 a helicopter plucked the ball from the tower and placed it on the roof of the burned-out bank building. Then a construction crane lowered the beloved beacon gently to the street. Little did we know our first close-up view of the familiar symbol would be our final glimpse.

The ball sat in storage at the fairgrounds for 17 years, first in the Department of Transportation building and then later in the Cattle Barn.

"It was our intention to restore the Weatherball, and put it up for display at the fairgrounds," said Fair spokesperson Brienna Schutte.

But she's sorry to report, the big ball became too costly to revive.

"It was stored here on the fairgrounds until the year 2000, when it went to recycling." What a sad ending for what was one of the most noticeable and beloved icons of the Minneapolis-St. Paul area.

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Blass Designer, and LSC. The Versace had unique stitched seats, the Bill Blass had pillow top seats with the initials "BB" etched in the backrest. By 1988, only the Bill Blass and LSC remained.

The LSC was a performance oriented model, designed to compete against European luxury coupes like the BMW 630/635CSi and the Mercedes-Benz 500/560SEC. It had a stiffer suspension, dual exhaust, sport leather seats, a higher output engine (until 1988 when all came with the 225 hp (168 kW) 302 from the Mustang GT) and sport styled 15-inch (380 mm) rims. Base Mark VII's and the designer series had wire rims and even an optional geometric rim. In 1988, 16 in (406 mm) turbine rims appeared on the LSC. For 1990, 16 inch rims based on the BBS RA Series appeared on the LSC. In 1991, the wheels became standard on both the Bill Blass and the LSC as the LSC suspension was standardized across the board. The LSC also had analog gauges (1986 onward) with a speedometer, tachometer, fuel level gauge, coolant temperature gauge, and separate trip and regular odometers. The Bill Blass model continued with digital instruments - just a speedometer, fuel level gauge, and trip odometer. All Mark VII's featured a power deck-lid release (through an interior mounted button) and electric pull-down, in which the trunk lid was partially lowered by hand, and then automatically pulled down about an inch by a motor mounted inside the trunk latch. Also standard on all Mark VII's was an automatic dimming high-beam module. This worked via a sensor located adjacent to the rear-view mirror, and sensitivity could be adjusted by a dial located on the dashboard. Of notable mention is the Mark VII GTC, a Lincoln-Mercury dealer-sold car built by Cars & Concepts with monochromatic paint, a body kit, and available performance upgrades. A select few were sent to Jack Roush Performance for suspension enhancements and optional 5.8L and T5 manual transmission conversions.

There was also a 'Comtech' Mark VII, with a CRT touch screen, which did exist in at least one vehicle, it was on loan to Bob Bondurant while he had his driving school at Sears Point Raceway. Ford Motor Company allowed him to have a fleet of new vehicles every year, and one of Bob's choices was the Comtech Mark VII. Larry Albedi Motors (Lincoln-Mercury) in Vallejo, California serviced the vehicle a couple of times before it was returned to Ford at the end of the year. The Comtech parts that were unique to that Mark VII were also listed in the Lincoln Mercury parts catalog, but when the Merkur arrived the Comtech pages were removed and the Merkur pages replaced them. The Comtech model being a prototype, they saw no reason to keep it in the parts catalog.

In 1990, the LSC Special Edition was added to the lineup, as Ford prepared to segue to the Mark VIII. Since that car was still a few years away, and the VII was quickly becoming one of the more dated production cars on the road, a serious interior redesign took place that year, along with the introduction of the driver airbag. Other new features included a radically different dashboard and

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In Passing...

It is with much regret that we report the passing of long time notable members of the North Star Region.



Marie "Dolly" Zangger, beloved wife of Russell Zangger of Larchwood, IA died Monday, June 7, 2010 at the Sanford Hospital in Sioux Falls, SD. Memorial services were held on Saturday, June 12, 2010 at the United Church of Christ in Larchwood, with Pastor Kelly Volk officiating. Dolly Unruh was born August 26, 1924, on a farm between Hurley, and Freeman, South Dakota, to Henry and Marie Wek Unruh. She attended Rose Valley School, district #98 in Turner County and in 1942 graduated from Freeman High School as Valedictorian of her class. She attended freeman Junior College, earned her teacher's certificate, and taught in rural schools.

She married Russell Zangger on May 24, 1944, in her parent's home just north of Turkey Ridge, South Dakota. After marriage the couple lived just east of Larchwood, Iowa, where they farmed and developed a private airport. Dolly received her Private Pilot's license in 1952 and in 1958 received her Advanced and Instrument Ground School Instructor Ratings enabling her to teach Aviation Ground School which she did for nearly 40 years. On April 9, 2001, Dolly was inducted into the Iowa Aviation Hall of Fame along with her husband, Russell. This was the first time a couple had received such honors in Iowa.

Dolly was an active member of the Larchwood United Church of Christ over the years having taught Sunday School, served as Superintendent, acted as President of Women's Fellowship, sang in the choir, acted as youth leader, designed and made banners, served on the Church Council and Building Committees.

She was a member of the Lyon County Historical Society having served as its president for three years, was a past member of the South Dakota Civil Air Patrol, and was a member of the Pierien Society and the Lyon County Conservation Foundation. She enjoyed the outdoors and the many wonders of nature. She was an avid birder and conservationist. Survivors include: Russell her husband of 66 years, Jim her son and wife Celia, her grandchildren Kimberly Tucker and husband Justen, Dan Zangger and his fiancée Jane, and her great-grandchildren Audrey and Grant Tucker. Also surviving are her two older sisters, Annie Graber and Blondina Zangger.



Beverly Koop, beloved wife of Richard Koop, both long time Lincoln and Continental Club and North Star Region members, passed away on November 17th, 2010.

Most recently, Beverly and Dick resided at Dardenne Prairie, Missouri, and prior to that in Verona, Wisconsin. Before their move to Wisconsin, they were long time residents of Minnesota, living in several locations in the Minneapolis and St Paul suburban areas. She will be long remembered by North Star members as a friendly, outgoing person, who kindly contributed her time, along with her husband, Dick to promoting the North Star Region.

In addition to Dick, Beverly is survived by her mother, Gladys Matthias, sister Donna (Ray) Weihoven and William (Karen) Matthias.

Bev was a Special Needs Paraprofessional at the John Weldon Elementary school in the St. Louis area for almost 4 years and 4 years at the Country View Elementary school in Verona, Wisconsin. Her love for children was her passion in life and was finally able to share this during these last years. She received a Bachelors of Social Work from the University of Wisconsin (River Falls).

(Continued on page 12)

In Passing, continued...

(Continued from page 11)

Memorial Services were held Friday, December 3, 2010, at the Assumption Catholic Church, 51 West Seventh Street, St. Paul, MN.



James D. "Jim" Bergstrom, Age 77 Of Mounds View passed away on December 10th, 2010 with his wife by his side. Survived by loving wife of 54 years, Corinne; daughter, Cathy (Bill) Seiberlich; sons, Darrell, Mike (Nadine) and Jerry (Jane); grand-children, Courtney, Kelsey, Andrew, Austin, Alexandra, Selena and Nick. Preceded in death by parents, Ernest and Clara; sisters, Lorraine, Delores; brothers, Vernon, Russell. Born in Day, MN baptized and confirmed at Rush Point Calvary Lutheran Church. Jim graduated from Rush City High School. Korean Army Veteran. Jim married Corinne at Fish Lake Lutheran Church in Stark, MN. He attended University of Minnesota and worked for

Control Data, Dayton's Bluff Housing and Liberty State Bank. Most of Jim's career was focused on revitalizing low income neighborhoods in St. Paul. Jim and Corinne have been members of Abiding Savior Lutheran Church for 37 years. A devoted family man, he enjoyed music, teaching himself how to play the accordion and organ; and he also collected accordions, John Deere memorabilia and owned many John Deere tractors. In addition to tractors, Jim also was quite fond of Lincolns and was, along with his wife Corinne, were members of North Star LCOC for many years. Jim loved going back to the Rush Point area to spend time with family and friends. Services were held at the Abiding Savior Lutheran Church, Mounds View, with interment at the Fish Lake Cemetery, Stark, MN. Jim was a delightful gentlemen and will be missed by all who knew him.

Mark VII continued....

(Continued from page 10)

middle stack, a more sophisticated optional autodimming interior rearview mirror, the 120 mph speedometer on the LSC/LSC SE, and a more sophisticated oil monitoring system. However, the "antenna" switch disappeared on the '91-'92 models. The seats had equally been "downgraded" and while remaining unmistakably luxurious lost one of the bolsters and, perhaps more regrettably, the tall headrest (only found on the '84-'89 models). In spite of these minor deficiencies, the 1990-92 Mark VII's are generally very coveted cars among collectors, boasting a unique exterior and interior. The '91-'92 Bill Blass and LSC/LSC SE are essentially the same car, as both use the stiffer LSC air springs. This makes the '90 Bill Blass a unique Mark VII - while retaining the distinctively ultra-soft Bill Blass ride from the 80s production run, the car features a 90s interior. It is thus, in a way, the last "true" Bill Blass Mark VII, and the collectors frequently will joke that the '91-'92 Blass is an LSC with a digital dash. To be sure, the '91-'92 Bill Blass still retains the unique to that edition exterior and interior. In the meantime, the LSC SE was offered in three colors (red, black, grey) and was entirely devoid of chrome save for the grille; instead, all exterior trim was blacked out, rendering the SE different from both the base LSC and the Bill Blass edition. The taillight trim was unique to the SE and reflected the exterior paint color (red or black), the same applied to the lower body trim. The 1992 models quietly introduced, as often is the case with the final production year, a few other unique features, including the extremely rare green exterior color option and the non-perforated leather steering wheel (these have generally survived better than the perforated ones over the decades).

Great Automotive Buys...

For Sale Mark VIII



1994 Mark VIII - \$6,900 - Make an offer
Sold new and continuously serviced by
Eide Ford Lincoln Mercury in Bismarck, ND.
Has only 69,000 easy North Dakota miles.
Service records available. This is a great
driving and a very good looking car, per-
forming as you would expect a MK VIII to
be. Looks, drives and is in very good condi-
tion. This is an excellent car for the first
time collector or someone that wants to
add a Mark VIII to his collection.
Contact Chris Wahl, Eide Ford, 701.222-
3500, Cell 701.595-1667 Make an offer...

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 win-
dows 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, Wi-
nona, MN

Email: dop@mwsco.com

For Sale

11 - 1956 Lincoln Premiere wheel covers.

All in excellent condition, bright and shiny.
Four of the eleven still had the factory paper
on the clips that hold the insert in place. The
best four are priced at \$75 each or all four for
\$250. The other seven (7) are also very nice,
but price at \$50 each. I will email pictures on
request.

Please call Jim Walden

Cell phone 605.351.4260
email: Jim@waldencarpts.com



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.

For Sale

1980 Mark VI Givenchy Coupe, New FoMoCo
302 V8 has 40000 miles; car needs a little TLC,
\$2500/offer. 320-429-0139

1978 Town Coupe, aqua with white coach
roof. aqua leather int., very nice car. Jerry Erik-
son, Fergus Falls, 218-770-2964.

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

1957 Lincoln Premiere Two door hardtop



Frame off restoration, with everything either rebuilt or replaced by a long time Ford mechanic. It has been done right and the car is probably in better condition than when it left the factory in 1957. Body work and paint done by a well known area shop. It is absolutely beautiful, and would easily score close to 100 points at any LCOC meet. Over \$41,000 restoration costs. This Premiere has all of the accessories, with the exception of air conditioning. If you want one of the finest 1957 Premieres, **please call John Boegeman at 952.445.3004.** Remember, you cannot buy and restore one to this condition for less than my asking price.

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location

Contact Connie **952-835-4148**

For Sale - 1991 Lincoln Town Car Executive Series - 17,900 one owner miles, always garaged and well cared for all it's life. Garnet Red with light gray leather interior. Asking \$7,900 Contact Steve Schneider, Oakbrook, IL area, 630.479.1778

**For Sale—1972 Mark IV
\$2,000 - 60K Miles**

Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car.

Needs some Tender Loving Care, but the is basically sound and a good value at the price.

Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

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

Preview of Coming Events

- February **Saturday potluck** with the CCCA. **Saturday, February 19th**, Motorplex, Chanhassen, 5:00 PM till? **CCCA Will be having an auction** and our auctioneer extraordinaire Ed Myhre will again try to get your last dollar. Checks are also good. Please bring anything automotive or what would make a good auction item. Please RSVP to Randy Mckinnis by Wednesday, February 16th.at 612-926-5670 or email randall.mckinnis@sodexo.com, and let him know what you will bring for potluck.
- March **Sunday Brunch, March 13th**, Tinucci's, Newport, at 11:30 AM
- April **Road trip** to the 23rd Annual **Salado Tri-Texas Regions Meet, 15th and 16th**, at the Stagecoach Inn. Let's get the Lincolns ready for this great time and fellowship with the Texas regions.
- Sunday Brunch**, date and place in next issue.
- May **3rd Annual Lincoln Car Show**, Morries, Minnetonka on Memorial weekend, **Saturday, May 30th**, 10:00 AM to 3:00 PM.
- June **Eastern National Meet, Laconia, New Hampshire, June 2 – 5**
- Summer Picnic, with the CCCA** Date yet to be confirmed.

With another month or two to spend indoors, now is the perfect time to sit down with your pen and paper, or your personal computer, or whatever you use and write an article about your favorite Lincoln. Our readers enjoy reading about Lincolns, both old and new and look forward to our monthly column about them. Make everyone feel good, especially the editor of this quirky publication and send in your article today. Better yet, send in one for every Lincoln you own.

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.

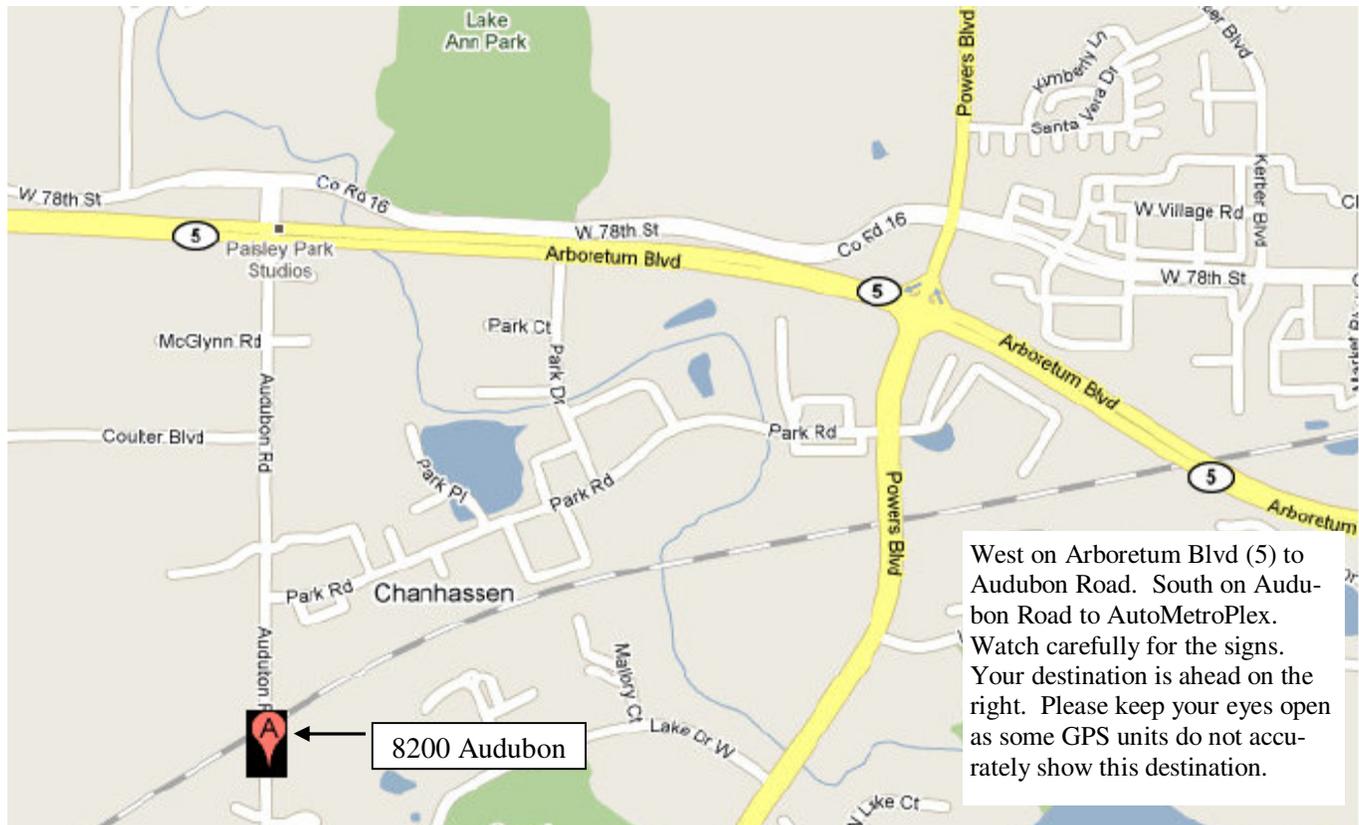
BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE
NORTHSTAR LCOC WEB SITE.

www.northstarlroc.org Click on publications.

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

North Star Event for February

**MAKE YOUR PLANS TO ATTEND NOW!
SATURDAY, FEBRUARY 19th, POTLUCK WITH THE CCCA**



Saturday, FEBRUARY 19TH, 2011. 5:00 PM TO 9:30 PM

Auto MotorPlex, 8200 Audubon Road, Chanhassen, MN 55317

A Winter tradition, the annual auction and pot-luck gathering brings out the best of our famous good fellowship of the CCCA and the Lincoln Club.

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

Also 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.

Please RSVP by Wednesday, February 16th, to Wendy Mckinnis at home 612-926-5670 or email to Randall.McKinnis@sodexo.com and let him know what kind of salad, main dish, or desert you plan to bring with you. Also, *please* bring an item for auction.