

Our Pride and Joy

Ron Fenelon's Lincolns For Sale – How and Why

I was introduced to Lincoln's at the tender age of about 15. My older brother bought his first car in order to get back and forth to work, and it was a 53 Lincoln Capri 2 Dr Hardtop. My family would travel from our home in So. St. Louis, MO, to visit our relatives in our previous homeland, namely Rockford, IL, approx. 3 to 4 times per year. Because my brother's Lincoln was the newer vehicle in our family, all 6 of us, would ride in this Lincoln. As a result of these trips, I developed a real liking for Lincolns. Also, my dad switched from Hudson's to Mercury's in the early 50's, so we had become a Ford Motor Co. family.

dan, which I acquired in 1960, and it was the beginning of a 3 car run that lasted through 1968. But that will be another story for a later issue.

My second, and continuing involvement with Lincolns began after my 2nd wife and I moved from Minnesota here to No. Illinois. In about Mid-1993, I saw a For Sale Ad in the local Shopping News, with a picture, for a 1969 Mark III. It looked awfully nice, and because I had worked for Ford when this car was initially introduced, I had quite some familiarity with this vehicle line. I showed this ad to my wife, and to my surprise, she said, "Why don't you go look at it"! So I did.

The car was located in a small town on the

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My first Lincoln was a 54 Capri 4 Dr Se-



Ron Fenelon's 1978 Mark V Diamond Jubilee Series

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 second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

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

Our Pride and Joy continued

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northeast side of Beloit, Wisconsin, and was sitting in front of the owner's home. I pulled up, got out, and circled the car. In person, it looked better than in the Picture Ad. The owner came out, and explained that it had been his Dad's car, and he had passed away 2 years previously. The effects of a Qt. of Bourbon every other day, and 3 packs of cigarettes/day had caught up with him, and he died!

I told him this was a really nice car, his price was fair, but he said, based on personal experience, so you had better take it home and show it to your wife before you make any decisions on whether to purchase it or not! So I did! Pulled into the drive way, called my wife out, asked her to look it over, and she said, "This is a nice Car. Why don't you buy it?" And I didn't even have to talk her into it!"

So the love affair with Lincolns started all over again. The specs on this car are in the want ad section, as well as a picture. Needless to say, I have more available via

e-mail. It is still a real beauty.

Soon my thoughts and desires turned to a Mark V. I watched Hemmings each month, and came upon what I thought could be a nice 79 Collector Series in Dark Blue in Portland, OR. I called the Seller/Broker, and paid her to send me pictures. In doing research on this car, I turned to Officers of the LCOC in the Northwest for Advice, and they directed me to Robert Bowen of St. Maries, ID, who they said was an expert on Mark V's. That he is, and based on discussing details of the photo's over the phone, I decided not to purchase that particular car. It was not as presented, and Robert Bowen, the expert told me why by discussing those photo's over the phone.

Shortly thereafter, I ran across an ad in the local newspaper, for a 79 Mark V Collector Series, and a call to the owner revealed it to be a Blue one, as I desired. MY wife and I drove over to look, and upon driving up behind it on the city street, I became really puzzled. It was Blue all right, but not Dark Blue, but Diamond

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Trivia from the Internet.

The Father of Frozen Foods

Born in Brooklyn in 1886 to Clarence Frank Birdseye, a lawyer, and Ada Underwood, the daughter of a noted inventor and manufacturer, Clarence Birdseye was one of eight children. With the move of his family to Montclair, New Jersey, where Clarence Birdseye went to high school, he showed an interest in food preparation and attended a cooking class. After graduation from high school in 1908, he worked as an office boy for a Wall Street firm in the summer before starting college. Off to college, Clarence Birdseye followed the tradition established by his father and brothers and attended Amherst. The Birdseye family finances were such that he had to work to help pay his college expenses. He used his interest in the outdoors and wildlife to earn

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Editors Message

In our last issue, Marion and I shared the loss of our beloved Alexander with you. Many of you responded with emails, telephone calls, cards extending your sincere sympathies to us. For this we are very grateful.

Due to our association with the Samoyed Club of America, we have had the opportunity to get to know Jim and Celinda Cheskawich, who live in Woodland, Washington, which is about 40 miles North of Portland, Oregon. Jim and Celinda are very active in the club, Jim serves as the Treasurer. The Samoyed Club of America is the equivalent of our much loved Lincoln and Continental Owners Club. There are more similarities than differences. They publish



an extremely fine club magazine, have a beautiful web site, and hold annual and regional competitions, where the finest of the breed come together to be shown and judged. The SCA is also about the same size as the LCOC and has many of the same problems as the LCOC does.

Shortly after Alex passed, we were in contact with the Cheskawich's, who offered to let us adopt one of their little "girls". Faith or "Faithie" came to us via Northwest Airlines, non-stop from Portland, Oregon on December 26th. She is a very sweet little girl, about 47 pounds, and has had two litters of beautiful pups, the latest one in Septem-

ber, 2004. Faithie is an alpha female, and as such was not on the best of terms with her mother "Seattle" and her sister. As the sole canine resident of the Gustafson household, she should do well without competition from other female dogs. She achieved her champion status before she was one year old, and does beautifully in the ring. Although she is now retired from the show circuits, we would like to get her certified as a therapy dog. We believe that she would bring a lot of cheer to the hearts of those confined to hospitals and extended care facilities.

In this issue we have a great article from Ron Fenelon, who is in the process of relocating from Illinois to Minnesota. Ron needs to sell a few of his Lincolns, they are beautiful cars at very reasonable prices. We also have an article which appeared in the New York Times and reports on the slab-sided decade of Lincolns. Mentioned in the article is member Gordy Jensen, who also has some (about 150) of his Lincolns for sale. Please see the ad in this issue.

We also have a few articles that we have received from our members about their cars. Look for them in the next few months. I really appreciate these articles, as it makes my job as editor a lot easier to have authors appearing in our newsletters. We have some great activities planned for 2005 and do not despair, we will continue to have brunches for those who like to eat and perhaps a few more trips where we can get our Lincolns out for exercise. Most of us who own older cars are always optimistic about the weather. We look for January and February to go by quickly and of course by the time March rolls in, the days will be longer. Let's think positively about this and say we only have just 90 days of winter left.

See you on the 16th at Al Baker's in Eagan. Please RSVP Faythe Oberg at 651-739-9754 by January 13th.

Till next month.. David, Marion & Faithie..

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money for college expenses, trapping and selling black rats to a geneticist at Columbia University and selling live frogs for use as reptile food to the Bronx Zoo. Money grew tighter and in 1910, after completion of his second year at Amherst, he left college to start work. Although his formal education ended there, Amherst later awarded him an honorary Master of Arts degree in 1941. In an early radio program, Birdseye,



Clarence Birdseye

said that the concept of frozen foods was not a new one. "Perhaps my basic contribution was the idea that a wide line of perishable foods-meats, poultry, seafood, fruits, and vegetables - could be dressed

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DRIVING; A 60's Star Is Reborn By JOE BARGMANN

On a hot summer day more than three years ago, my wife and I were driving west on Route 78 in New Jersey when in the rear-view mirror of our black 1964 Lincoln Continental I saw a motorcycle speeding up behind me. The motorcycle raced past us in the fast lane, then slowed and pulled up next to the Lincoln. The big man at the controls of the bike smiled and nodded his approval, mouthing "nice car" before hitting the throttle.

As it turned out, the biker was headed to the same party we were. We approached him as he stood by the table full of hamburgers, hot dogs and grilled corn. "Cowboy Curtis," I said, extending my hand, "I thought that was you on the motorcycle."

Laurence Fishburne -- who played Cowboy Curtis on the TV show "Pee-wee's Playhouse" -- smiled broadly and shook my hand. "That is one helluva car you have," he said. "A star car if I ever saw one." Apparently, Mr. Fishburne, who shared screen time with a black mid-60's Continental in the original "Matrix," isn't the only one who feels that way. The 60's Continentals are making a comeback. Known popularly as the "suicide-door" Lincoln or the Kennedy Lincoln, they have appeared recently on HBO's "Six Feet Under" and "Entourage" shows. "The suicide-door Lincoln is right at the top of the list of cars rented for movies, TV shows, and commercials," said Michael Kopilec, 51, of Los Angeles-based NationwidePictureCars.com, who has been supplying cars to movie producers for 20 years. "The popularity of these cars in Hollywood goes in cycles, and the Lincoln is definitely coming into its own again," Mr. Kopilec said.

The value of 60's Lincolns -- known by fans as "slab-sides" for the smooth, gently arcing steel of their doors and quarterpanels -- is rising, too. A 1964 convertible fetched \$43,200 in July at the annual Barrett-Jackson auction in Los Angeles. That's per-

haps the most ever paid at public auction for a '64 Continental, said Jerry Capizzi, a collector and president of the nascent Lincoln Motor Car Foundation. Doug Mattix, 62, of Dallas, the president of the 4,200-member Lincoln Continental Owners Club, said that a '62 convertible recently sold on eBay for \$23,000, sight-unseen. Over the last five years, Lincoln aficionados say, the price of a 60's Continental in good to excellent condition has risen about 25 percent.

Speculation is always a factor for people who buy classic cars. But money appears to be a minor consideration for the enthusiasts lifting the Lincoln to a new level of prominence and working to preserve its place in history. They seem simply to enjoy riding around in a very cool car.

"I like having a joke car because I have a joke career -- I'm an animator, I do cartoons," said Steve Oakes, 49, of Manhattan, a partner in Curious Pictures. Mr. Oakes glides through the city in his black 1963 Continental convertible, which once belonged to his grandmother. "I get a lot of gawking and thumbs-up from people," he said. "It's such a mythic car."

It is also a very big car, about 6,000 pounds and 19 feet long. He discovered the precise length of his Lincoln when he tried to pull it into a garage he had built for it at his Berkshires country house. "The garage is 18 feet deep," he said with a laugh. "I stood there dumbfounded as I looked at the car's rear end sticking out of the garage."

The suicide-door sedan, of course, also has a strong presidential connection, named for Lincoln, produced by Ford and forever associated with Kennedy. "The Lincoln was J. F. K.'s car of choice," said Cal Beauregard, 78, of Gallatin Gateway, Mont. "He set the tone and established the car's stature and mystique."

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ready to cook, conveniently packaged, really quick frozen, and then delivered to housewives while still truly fresh." Birdseye made two major contributions to the concept of freezing food—the importance of freezing food so rapidly that there would be no damage to its cellular structure (affecting taste, texture, and appearance) and freezing food in a package that could be sold directly to the consumer. Birdseye's initial idea was followed by home experiments and then later in experiments with freezing fish at a short-lived company he established in New York. After a year this first company ended in bankruptcy and he established in 1924 the General Seafoods Company. Birdseye with the assistance of financial backers set up shop in Gloucester, Massachusetts for experimental work, developing a series of quick freezing devices with the final result being the development of the first

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Directors Message For January 2005

By Bob Johnson

Mary and I, hope everyone had a wonderful Christmas with your family and friends. We hope that you will have a Happy New Year, and will be able to enjoy the up coming year to its fullest.

As I look back at the past year it is with a sense of pride and achievement. The rewards for being your Region Director have been numerous and the friendships are priceless. The credit for increased response to attending our activities goes out to you the Northstar Region Members. For the contributions that you have made over the past year, thank you. You are the ones that have made my job so pleasurable. To those of you who are long time members I thank you for your continued support and interest in this Lincoln hobby that we share. For those of you who are new to the region, I welcome you and hope that you will stay with us for years to come. The positive input I have had from so many of you has made my job easier and more fun. Fun and friends are the reason we can enjoy our Lincolns up here in the North Country all year long. We are excited about 2005 and hope that many of you are too.

The LCOC'S Annual Board of Directors Meeting will be held at the end of January in San Diego. I will be attending as both your Region Director and the National Membership Committee Chairman. As you read further on in this newsletter I have written an article about National Membership and the benefits that it provides.

If you enjoy our "Our Pride and Joy" articles, we need your help. If Dave Gustafson could have several articles in advance for the newsletter it would make his job so much easier. I don't think that we realize how much work Dave does to publish each newsletter. I receive most of the other region newsletters, and believe me, we have one of the best and it is published on a monthly basis. Several LCOC regions do not have a newsletter, and several that do, only publish on every other month basis, because it is to much work getting enough articles for the newsletter. Dave

can only do the newsletter with the material that you send him, so get busy, Again, this winter is a great time to write that article about your car that you keep putting off because you were to busy during the summer.

Not only is Dave Gustafson our Newsletter Editor, he is also our Membership Director. Dave will be mailing Northstar Region Membership renewal invoices for 2005 dues, during the middle of January. Please save Dave the extra work of having to send out reminders about your renewal being late, **Send Your Renewal in ASAP**. We need Dave to spend his time on our newsletter, not having to worry about late renewals. The other reason is the information you provide is used in our 2005 Region Directory and we would like to publish it earlier than last year.

If the Northstar Region had a award for Best Member of Year, my vote would go to Dave Gustafson. We the members of the Northstar Region, THANK YOU – DAVE for all your work and contributions during 2004. It seems that we always thank people for special efforts for the jobs they have done after their term is done or when they retire. Because of the effort and time that Dave spends each month on our newsletter, I hope every one will let him know how much we appreciate his effort, so that he will keep doing our newsletter.

Our first event for 2005 is a Sunday Brunch, January 16th, At Al Bakers, Eagan, 11:30 AM. We have been to Al Bakers before and it is a very nice place, with good food. Please RSVP to Faye Oberg, 651-739-9754, by Thursday, January 13th, as we have reservations for 35 to 45 people and Bakers needs to know how many to set up for.

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

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commercially practical freezer. He and his financial partners later organized this business into the General Foods Company, which served as the parent company for General Seafoods. In 1926, Birdseye had developed a quick-freeze double-belt machine weighing 20 tons. It was later transformed into a more transportable multiple-plate freezer which was to become widely used in the frozen food industry. It became obvious that considerable capital would be required to properly develop this new frozen food industry, and in June 1929, the Birdseye business, by then owned by the General Foods Company, was sold for \$22 million to Frosted Foods Company, a corporation formed and owned by Postum Company and Goldman-Sachs Trading Corporation. The newly-purchased company took the name of General Foods Corporation and changed the Birdseye brand name to Birds Eye. According to Clarence Birdseye, this change in his family name returned it to its original form-Birds Eye. It was reportedly de-

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Pride and Joy continued

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Blue, with Dark Blue Top and Trunk Padded Cover. While we were looking over this car, a new Jeep Grand Cherokee pulled up behind it, and when the driver got out of the car, I knew he was a Dealer, and he told the owner's wife that he would come back later. We took the car for a drive, and it was fine.

We went into the house and discussed the car with the Owner, but I asked him to give me a few hours to go home and call my friend (Robert Bowen), and ask him a few questions about the car. Told him I was very interested in the car, but needed more information. Upon Calling Mr. Bowen, we learned that Lincoln had painted 197 of these Mark V's in Diamond Blue Metallic, but he had never seen one. At that time, He had one each of the Dark Blue, White, and very rare Silver (125) 79 Mark V CS's. So he told me what he thought it was worth, and I went back and bought the car.

I learned a lesson when buying this car, because I was so hot to have this car, I didn't even ask the owner what he wanted, but told him what I would pay him for it! He immediately accepted my offer, because in retrospect, I believe it was at least \$500 more than he was asking. By the way, while we were discussing the sale, the Dealer showed up at the door, and the owner told his wife to tell him it was already sold.

So now I have 2 collectible Lincoln's!

A few months later, we were in Chicago at a fellow LCOC member's house, acquiring some detail parts for our Mark III. This guy had previously been restoring Mark III's, and was selling off the ones he had plus parts to get into restoring Jaguar's. While there, he had a number of Mark VII's in his garage/breezeway, and I pulled the clear plastic

cover off of a 1988 LSC in Cabernet Burgundy. I asked him how much he wanted for that car, and he said \$10K, but that he had people coming that afternoon to look at it. My wife mentioned to me that I had been talking about getting a new Mustang GT Convertible, but that this was a really nice car, and would cost a lot less than a new Mustang. So again, she says, why don't you buy this car!! By now, you probably know that I was a real push over for nice old Lincolns, so I told the guy I would buy that car, in addition to the parts we were there to acquire. It had 41K miles when we bought it, and over the course of the next 10 years, we put another 43K miles on it. Sold it recently.

Then we had 3!

A short while later, I saw an ad for a 79 Collector Series Sedan in Old Cars Weekly. It was located just 40 miles from us in Wisconsin, and it was a very rare Silver one. I called the owner, and made arrangements to look at the car. It was indeed an original Silver painted Collector Series Sedan, with over 100K on the clock, and it had typical upper Midwest cancer. But the price was negotiated to a reasonable figure, and I bought it.

Now we have 4.

A year or so later, I saw an ad for two 79 Lincoln Collector Series cars, a Mark V and a Sedan, in Old Cars Weekly. I was curious as to whether the Mark V could be one of the very rare Silver ones, so I called the owner. Turns out that the cars were his Dad and Mother's. Dad had bought two of the last Big Lincolns for he and his wife, and Dad had died. Also, the son felt that the big Sedan was too large for his mother to continue to drive, she is only 5'2", so he

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rived when an early ancestor saved the life of an English Queen by shooting an attacking hawk squarely through its eye.

Clarence Birdseye, whose share of the purchase was just under a million dollars, was to remain with the new corporation to head up research and development. He directed 22 chemists and food technicians at the laboratory set up by the new corporation in Gloucester, Massachusetts. This research group came up with the use of coated cellophane as a wrapping to go over the cartons in which the food was frozen. It was at this laboratory that the portable multi-plate freezer was invented and built. This group also developed over a hundred varieties of processed foods which could be successfully frozen.

The sale of Birds Eye frozen foods began March 6, 1930 in test marketing in 18 stores in Springfield, Massachusetts. There were 27 items-vegetables, fruits, fish and meats in this initial consumer test. Another consumer test was run in 1934 in Syracuse, New York. From this point, frozen food moved on to

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More Pride and Joy....

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had bought her a new Buick Century. He told me the Mark V was dad's car, he had passed away, the son had his own collector cars, and didn't need either. The Mark V was Triple White, with no sunroof and no 40 Ch CB radio. 61K miles. At the time, I had a friend who lived approx 70 miles from where this car was located, so I asked him to go and check it out. I got lucky, cause he was going to their town that day to conduct some business. He called me back in 4 hours, and told me that car was absolutely beautiful, and it hadn't even been washed yet.



1979 Diamond Jubilee Blue Collector Series

Because I really didn't need this car, I didn't pursue this car for the next 6 weeks or so. Then I discussed it again with Mr. Bowen, and we decided on a negotiating strategy, and I called the guy back. He said he would have to discuss my offer with his mother, as she technically owned the car, and he called me back that day to say she would take the offer. He also made me an offer on the Sedan as well, but at that time I wasn't really interested as I already had the Silver CS Sedan!

After attending the SEMA Show in Las Vegas that fall, I flew to Sacramento, and my buddy took me over to the son's home in Concord, CA, and I found the Mark V to be as represented, and I bought that car on the spot. While there, the son asked me if I wanted to look at Mom's Sedan. I said why not! He

backed it out of the garage, and as I walked around it, I knew it was in better condition than the one at home would ever be unless I spent at least \$6,000 on it's restoration. At the asking price, I requested him to give me 1 month to go home and sell the one I had, and I would take it also. He agreed, and I gave him a down stroke, and drove off in the Mark V. Went home, and sold the one I had and sent him the remainder within the specified time.

Now we have 5 Lincolns.

The Triple White Mark V has won numerous 1st place awards at National LCOC events, including the 2002 event in Red Wing, MN. Its specs are in the want ad section, and photo as well.

My wife and I took the train to Sacramento from Chicago in Oct. of that year, and drove the Sedan back here to Illinois. It is now at now at our Lake home in Alexandria, and I plan to install a refurbished 460 in it next summer, and make it our Go Hunting old cars tow vehicle when we retire to Minnesota next summer. Another HIMILES like John Cashman's 79 Collector Series Sedan!!



Still have 5 Lincolns.

Then while browsing e-Bay, I come across this 78 Blue Diamond Jubilee Mark V, and end up buying it for what I feel is a reasonable price. After attend-

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nationwide distribution. Since many retailers couldn't afford to buy freezers during the Depression, Birdseye introduced an inexpensive freezer display case and leased it to them. The ability to distribute and sell frozen foods at the retail level marked the beginning of the frozen food industry. In 1944, Birdseye leased the first insulated railroad cars and nationwide frozen food distribution became possible. In effect, Birdseye created a market for frozen foods. Refrigerator freezer cubic space in home refrigerators grew as the relevance of frozen foods grew over the next decades.

As to Birdseye's opinion of himself, he said, "I do not consider myself to be a remarkable person. I did not make exceptionally high grades when I went to school. I never finished college. I am not the world's best salesman. But I am intensely curious about the things which I see around me and this curiosity, combined with a willingness to assume risks, has been responsible for such success and satisfaction as I have achieved in life." From the Internet...

Still More Pride and Joy..

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ing the next years SEMA show again, I fly to San Diego where the owner's driver picks me up and takes me to Escondido. Car is as advertised, and I drive it home to Illinois, visiting an old College Classmate in Arizona on the return trip. Have had it for 4 years, still on the California title, but haven't had chance to even detail the engine compartment. It has nice paint, the interior is very nice, has a 460, and would make a good driver for someone. Picture and details in the For Sale section.

Now I have 6 Lincolns.

While browsing e-Bay again, I find a 65 Convertible for sale from an estate in Wickenburg, AZ. I ask my College Chum in Arizona to go up there and look at it. He says it is a really nice car, and I convince the seller to take it off auction and sell it to me. He does, and I get it shipped to me in Illinois. It now resides in my Mother-in-laws garage in Benson, MN, until I move it shortly to a friends Morton building in Alexandria, MN. Plan on working on it next year to make a very nice driver for the summertime, and whenever appropriate.

Now I had 7 Lincolns. By the way, my wife's car is a 2000 Lincoln LS, so until I recently bought a VW Passat Turbo Diesel, we were an all Lincoln family. The VW is needed for all those round trips to Minnesota we make, and has significantly reduced our fuel cost from the cost associated with driving the 2001 F-250 Super Duty Turbo Diesel we had been using. 44 vs. 19-20 MPG is significant.

So now I have 6, but only really need 2 Lincolns. One down, four to go. If you would like a really nice Mark III or Mark V, give me a call or an e-mail for more information.

Noted Collector Passes...

J.B. Nethercutt, who made a fortune in beauty products for women as the co-founder of Merle Norman Cosmetics and used much of that wealth to assemble one of the world's finest automobile collections, has died. He was 91 and had been in failing health for some time.

The Nethercutt Collection and Museum contains nearly 250 automobiles, as well as a nationally known automobile library and a state-of-the-art restoration shop. It has become a Mecca for car enthusiasts and collectors since it opened in the 1970s.

He once said that his interest in cars developed during the early part of his marriage to his wife, Dorothy. The Nethercutts loved to take drives, and along the way they would study many of the cars that became classics and are in his museum.

"We got to the point where we could identify a car two blocks away and pretty well quote the specifications on it," he recalled. "Years later (when) we were affluent enough to afford those gleaming monsters we had remembered so well, we found that most of them were in dreadful condition."

This was the beginning of his lifelong passion for buying and restoring cars.

Nethercutt started his collection in 1956, purchasing a 1936 Duesenberg Convertible Roadster for \$5,000 and a 1930 DuPont Town Car for \$500. Both needed total refurbishing. Nethercutt estimated that the DuPont restoration would take a few weeks, but it took 18 months and cost more

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"A 60's Star Is Reborn" continued....

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Mr. Beauregard's job for two decades starting in 1956 was to keep the Lincoln in the limelight. As transportation manager for the Ford Motor Company's public relations office in New York, he had a fleet of Lincolns at his disposal. Whenever the president or another high-profile politician or celebrity came to town, Mr. Beauregard supplied Lincolns and drivers for the motorcades, free of charge.

The most famous -- or rather, infamous -- Lincoln, the 1961 limousine in which President Kennedy was assassinated, is now at the Henry Ford Museum in Dearborn, Mich. That car was designated the 100-X, the X denoting a Presidential automobile. Its cousin, the 297-X, a limousine built by Ford for Mrs. Kennedy and used by the White House from 1962 until 1969, will be auctioned Jan. 28 at the Arizona Biltmore Resort & Spa in Phoenix. The car is estimated to sell for between \$500,000 and \$1 million.

Another Lincoln connected with Kennedy -- the car that carried him from his hotel in Fort Worth to the airfield for his flight to Dallas -- is owned by John Reznikoff, 44, a Connecticut collector. Mr. Reznikoff bought the car six years ago for \$17,500, restored it at a cost of about \$100,000, and recently offered it for sale on eBay with a reserve of \$1 million. It did not sell. "If it sold, I would have had seller's remorse," Mr. Reznikoff said. "I feel kind of like, maybe, it will be worth quite a bit more in 10 years."

Maybe, but the amount of money that a Continental enthusiast will spend to restore a car can exceed the car's value by tens of thousands of dollars. At a recent Lincoln show, at the Nevele Grande Resort in Ellenville, N.Y., Steve Widener, 51, a building inspector supervisor from Tacoma, Wash., stood proudly beside his black 1964 convertible. He said that he had acquired the car from his father in 1988 and spent seven years restoring it before he began showing it. "The car is effectively built by hand," he said. "I replaced every screw, every bolt in it." The final tally, including eight coats of paint: \$60,000. "And that's with my doing a lot of the labor myself," Mr. Widener said.

THE first three years of these Continentals, from 1961 through 1963, earned a team led by designer Elwood Engle a medal of honor from the Industrial Design Institute. The 1961 Lincoln represents a stark

departure from its immediate predecessor, the 1960 Lincoln Mark V, which is laden with chrome and ornate details.

The Mark V harks back to the '59 Cadillac, one of the most over-the-top, automotive designs ever. By comparison, the '61 Continental has the spare lines of an Eames chair and the modern elegance of Eero Saarinen's Gateway Arch in St. Louis. "I'm not sure you could have a more drastic design change between the '60 and '61 Lincolns," said Steve Ouellette of Baker's Auto, in Putnam, Conn., one of the foremost Lincoln restoration outfits in the country.

Many of the cars that Mr. Ouellette restored, or at least provided parts for, were on display in Ellenville, including a 1966 limousine that won best in show. That car belongs to Gordy Jensen, 49, of Bloomington, Minn., perhaps the most fanatical collector of 60's Lincolns. He owns a total of 155, and says, "I have an incurable disease." The lengths to which he goes to make them "correct" are astonishing.

Once, while dropping off my car at Mr. Ouellette's shop, I saw on a lift the chassis and engine of what would become Mr. Jensen's gray 1965 convertible. Mr. Ouelette had initially spray-painted the frame of the car, leaving it perfectly smooth, with no paint drips. This was historically inaccurate -- on the assembly line the frames were dipped in paint, not sprayed -- so Mr. Jensen commanded the restorer to add the paint drips by hand.

My wife and I never reached that level of fanaticism about our '64 sedan. Though I must admit, when we were particularly hard-bit by the Lincoln bug, we briefly owned a white '64 convertible to go with it. (His-and-hers Lincolns, in Manhattan?) We ended up investing more than \$10,000 in parts and labor, not to mention the money spent garaging the giant cars. Not too long ago we were forced to sell the Lincolns and we rode in silence in our rental after taking the sedan to its new owner. Parting with the car was an emotional experience.

"I've thought about getting rid of mine," Mr. Widener said. "But I thought, 'What would life be like without it?' I can't let it go. It's part of me now."

Editors note: The above article appeared in the November 16th issue of the New York Times.

Looking Back on 2004, Northstar Region Year in Review

Our Pride and Joy contributors

January, Jim Jacobson, Minneapolis, 1964 Yellow Lincoln Continental Sedan

February, Dick Eilers, Duluth, 1961 Red Lincoln Continental Convertible

March, Rod Johnson, Albert Lea, 1948 Yellow Lincoln Continental Coupe, Hemi Hot Rod

April, Lloyd & June Pearson, Edina, 30 plus years LCOC, 1940 Dark Blue Lincoln Cabriolet and 1939 Maroon Lincoln Zephyr 3 Window Coupe

May, Jack & Julia Vanatta, Minneapolis, 1946 Grey Lincoln Sedan

June, Jack & Marilyn Fletcher, Popular Grove IL, 1971 Light Brown Lincoln Continental Sedan

July, Kevin & Silva Sherek, Virginia, 1962 Black Lincoln Continental Sedan

August, Bob & Verlene Dennis, Walker, 1948, Black Cherry Lincoln Continental Sedan Custom Hot Rod

September, Frank and Marjorie Warner, Centuria WI (where cars are), My 60 year love affair with Lincolns

October, Kevin & Carrie Wilson, Wyoming, 1961 White Lincoln Continental Convertible

November, Bob & Mary Johnson, Shafer, 1989 Black Lincoln Mark VII Custom Convertible

December, Tim & Gaye Purvis, Cottage Grove, adventures with Lincolns

Sunday Brunch, a main activity, especially during the winter months

January 18th, 46 members were present at the Machine Shed, in Woodbury. Tom St Martin won our door prize, a Quartz Lincoln Wrist Watch. Dick Eilers from Duluth, won our long distance award, a Lincoln Baseball cap.

February 21st, Saturday night Pot Luck with the CCCA at Dick Pello's antique car collection in St. Paul. About 30 region members attended, with about 60 to 70 people from both clubs. It is always fun when our two clubs get together. .

March 21st, Radison Hotel, Plymouth, 27 members turned out for fine food and a great atmosphere. Bob Gavrilesescu won our door prize a Quartz Lincoln Wrist Watch. Jeff Eisenberg drove his newly purchased 1964 Lincoln Continental 4 door hardtop, this car is a real beauty.

April 18th, Kozlak's Royal Oak Restaurant, Shore View,

was our biggest Sunday Brunch yet. We had 60 members with 20 Lincolns turn out on beautiful spring day. Harvey Oberg loved the Chocolate Dessert. Jim and Corrine Bergstrom won our Door Prize a Lincoln wall clock .

November 14th, Piccadilly's, Mahtomedi, Our last event for 2004, 38 members enjoyed great food, warm weather and just a good time. Our door prizes were won by Ken Sampson, a Region Denim shirt, and Ray Nelson, won a black Lincoln flag..

Summer Picnics

Sunday, July 25th, Ray & Jeanine Nelson's, Princeton, 42 members attended the best event of the year, (My choice) It was really fun to sit back and enjoy our Lincoln friends, the beautiful home, lawn, garage with 12 cars mostly Lincolns and the great food the Nelson family prepared. Jim French won our door prize a white Lincoln flag, and Bill Kortsch, Riverside, California, won a Lincoln Baseball cap, our Long Distance Award.

Annual Northstar Region Picnic, Sunday, September 12th, Roger & Barb Wothe's Environment facility. This annual picnic was a fantastic, 62 members enjoyed beautiful weather, Roger's great cooking and facility, 25 classic Lincolns, and the auctioneering by Ed Myhre. Steve Kastl Brought his 1941 Yellow Lincoln Hot Rod , which is a work in process. Bruce Freiburg won our top door prize and Region Denim shirt and Tom Koop won a Black Lincoln Flag.

Lincoln Car Shows

Saturday, May 22nd, 5th Annual, at Whitaker Lincoln Mercury, Inver Grove Heights, With a light drizzle, and cool temperatures, 30 Lincolns still showed up to make this a great turn out. People Choice Awards for Best of Show:

1ST Place- Harvey and Faye Oberg, Woodbury, 1941 Lincoln Cabriolet

2nd Place- Jeff Eisenburg, Plymouth, 1956 Lincoln Mark II

3rd Place- Tom Brace, Falcon Heights, 1937 Lincoln K 2 Window Sedan

(Continued on page 11)

The Year in Review Continued...

(Continued from page 10)

Long Distance- Kevin and Silva Sherek, Virginia MN, 1962 4 Door Sedan

Roger Wothe and Jeff Eisenberg won top door prizes Lincoln Dealership Display Flags. Thank you, Chuck Whitaker, for the great BBQ, door prizes, advertising and the big tent.

Saturday, August 14th, 2nd Annual Out State Lincoln Car Show, Austin Ford Lincoln Mercury, Austin MN. 28 Lincolns cruised to Austin on a mild and sunny Saturday. Gary Arenson drove Gordy Jensen's 1966 Lehmann-Peterson Limousine which had just won the Elliston H Bell Founders Trophy, Best of Show at the Eastern National Meet in July. People Choice Awards for Best of Show:

1st Place – Milt & Mardy Peterson, Rosemont, 1973 Lincoln Custom Convertible

2nd Place – Don & Betty Jones, Sioux Falls SD, 1941 Lincoln Cabriolet

3rd Place – Mel Fredrick, Owatonna, 1940 Lincoln Cabriolet

Long Distance Award - Bob & Verlene Dennis, Walker MN, 1948 Lincoln Modified Custom Street Rod.

Our top door prize a black Lincoln flag was won by Bob Roth. The car show was fun and 17 of the show cars were from Southern Minnesota. Thank you, Mel Saxton for providing refreshments, hot dogs, advertising and white Baseball caps to all car owners.

Saturday, October 9th, All Lincoln Car Show, Coon Rapids Lincoln Mercury

On this beautiful fall day 35 cars showed up to enjoy the fall weather and the great hospitality of Mike Hannan's crew. Two, 1951 Lincolns were at this show, Fats Remmen, Golden Valley, came with a baby Lincoln and Al Longley, Dayton, brought his Cosmopolitan. Peoples Choice Awards for Best of Show:

1st Place – Ray & Jeanine Nelson, Princeton, 1948 Lincoln Hot Rod Coupe

2nd Place – Jeff Eisenburg, Plymouth, 1956 Lincoln Mark II

3rd Place- Tim & Gaye Purvis, Cottage Grove, 1970 Lincoln Continental Mark III

Long Distance Award – Al Homeier, Hudson WI, 1928 Lincoln Hot Rod

Jeff Eisenberg won the top door prize, a 13" TV & DVD player. Thank you, Mike Hannan, for inviting us, supplying the 13" TV & DVD player, dash plaques, refreshments, advertising, and rides to the local Home Town Buffet Store for brunch.

Down Town Saturday Night, Kellogg Boulevard, St Paul, August 7th. We had a good turn out of 20 Lincolns on a cool and damp evening. Kevin and Silvia Sherek, once again won the Long Distance Award by driving down from Virginia MN to be with us. Kellogg Boulevard provides a great venue to visit other club members and non-Lincoln owners envious of our fine automobiles.

Eddie Cochran Weekend, June 11, 12, 13, Albert Lea. The Friday Night Cruise-In and Saturday Night 26 mile Cruise were cancelled by terrible straight line winds and thunder storms and caused only about half of the expected 400 cars to show up for the Sunday car show. The Northstar Region was still well represented with 15 members participating during some part of the weekend.

J.B. Nethercutt continued...

than \$65,000. Two years later, the DuPont was shown at the Pebble Beach Concours d'Elegance, one of the world's leading classic-car contests. It won "best in show" that year and established Nethercutt as a force in the classic car world. Nethercutt went on to win five more best-in-show awards at the Pebble Beach competition, more than any other individual. Nethercutt's attention to detail was emulated and admired by other collectors.

"J.B. brought the standards of automobile restoration to an unchallenged mark," said Bruce Meyer, a Beverly Hills developer, car collector and member of the Nethercutt collection's board of directors. "He raised the bar, and he did it with his automobiles, with his fabulous museum and with life in general."

Stuff for Sale....

For Sale:

8 each Turbine style wheels and 10 center caps for the big Lincolns of the 70's. P/N D8LC 1007 AWB, 15 inch diameter, 6 inches wide. Five bolt, 5 inch circle pattern. Will also fit Mark's III, IV and V's. Two of the caps do not have emblems. \$40 for each wheel and cap combination. Your choice, first come first served.

Contact Jim French at 651-451-6730



Great Lincolns Now For Sale...

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

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

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

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

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

1988 Mark VIII LSC. Burgundy Metallic with matching perforated leather interior. Full power with sun roof and power antenna. 5.0 HO engine, 16inch alloy wheels with Michelin XGT-4 tires. Recent top end overhaul due to coolant leak, and recharge with R-134A in A/C. New water pump and tune up. A couple of minor rust spots at left rear side marker light. Would be an excellent daily driver. 85,400 miles \$2,950

Call Ron Fenelon at 815-624-4014 or email lincolnsareus@charter.net for more details on these Lincolns

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



For Sale:

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

For Sale: Nice 1971 Mark III, 98K miles, same owner for 25 years. Light butterscotch color, brown top and interior. \$3,300 to a good home. 320-220-0844, near Willmar, MN
For Sale: NOS in FoMoCo boxes, Two 1961 Brake drums. \$55 each. 320-796-5819, Spicer, MN email: darkside-manor@tds.net..

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



1991 Mark VII LSC Bill Blass Special Edition. Great looking car. 116K miles, \$6,995. Well cared for. Call Denny at 651-777-2433

One of the Best.... Now for sale.

1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking \$8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.

Call Tom Brace at 651-644-1716

WANTED

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

FOR SALE

1966-1967 DeLuxe Radio, AM/FM Signal Seeking, all rebuilt and ready to play your favorite stations. \$100
Call Harvey Oberg today, 651-739-9754

FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000
Call Wendy Norine, Litchfield 320-693-2990

150 - LINCOLNS - 150

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

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

Please call Gordy Jensen at 952-851-2721 or Gary Arneson at 612-781-5148

1949 Lincoln Cosmopolitan

New brakes, including lines, master cylinder, wheel cylinders, shoes, and drums grown. New fuel line. Has three speed with overdrive, fender skirts, hydraulic windows, runs well and is complete. Has some rust, which is repairable. Please contact Mel Krugerud, 7356 Hayes Street NE, Fridley, MN 55432 763-786-4092.

Preview of Coming Attractions

The following include scheduled club events

- January Sunday Brunch. Al Bakers, **Sunday, January 16th, 11:30AM**. 651-452-0334, 3434 Washington Drive, Eagan, MN. RSVP to Faythe Oberg, 651-739-9754.
- February Potluck/Auction with the Classic Car Club. **Saturday, February 19th**, 5:00 PM at Dick Pellow's car collection, St. Paul, MN. Map and more info in February issue.
- March Sunday Brunch. Plymouth Radisson, **March 13th, 11:30 AM**
- April Good Weather Returns. Get the Cars out of the Garage. Sunday Brunch at Chicadees, Woodbury, **April 17th, 11:30 AM**.
- May Whitakers All Lincoln Car Show. 6th annual Show, **Saturday, May 7th, 10:00AM** to 3:00PM. LCOC Mid-America National Meet, Branson, MO, May 10-15.
- June North Coast, Sunday Brunch, **June 12th, 11:30AM**
- July 3rd Annual out state All Lincoln Car Show, Juettner Motors, Alexandria, MN. 10:00AM to 3:00PM.
- August Tour, LaCrosse, WI. Harry Dahl Ford Car Collection and New Lincoln Dealership. Possible overnight event with other Midwest LCOC regions. Evening on Kellogg Blvd, St. Paul, Mn Date to be determined.
- September Northstar Annual Picnic, Roger Wothe's, **Sunday, September 11th**. LCOC Western National Meet, September 21-25th Sacramento, CA.

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: Activities@northstarlcoc.org

BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE NORTHSTAR LCOC WEB SITE. www.northstarlcoc.org Click on publications. Issues are in PDF format and may be printed on your color printer.



NORTHSTAR LCOC BRUNCH First for 2005

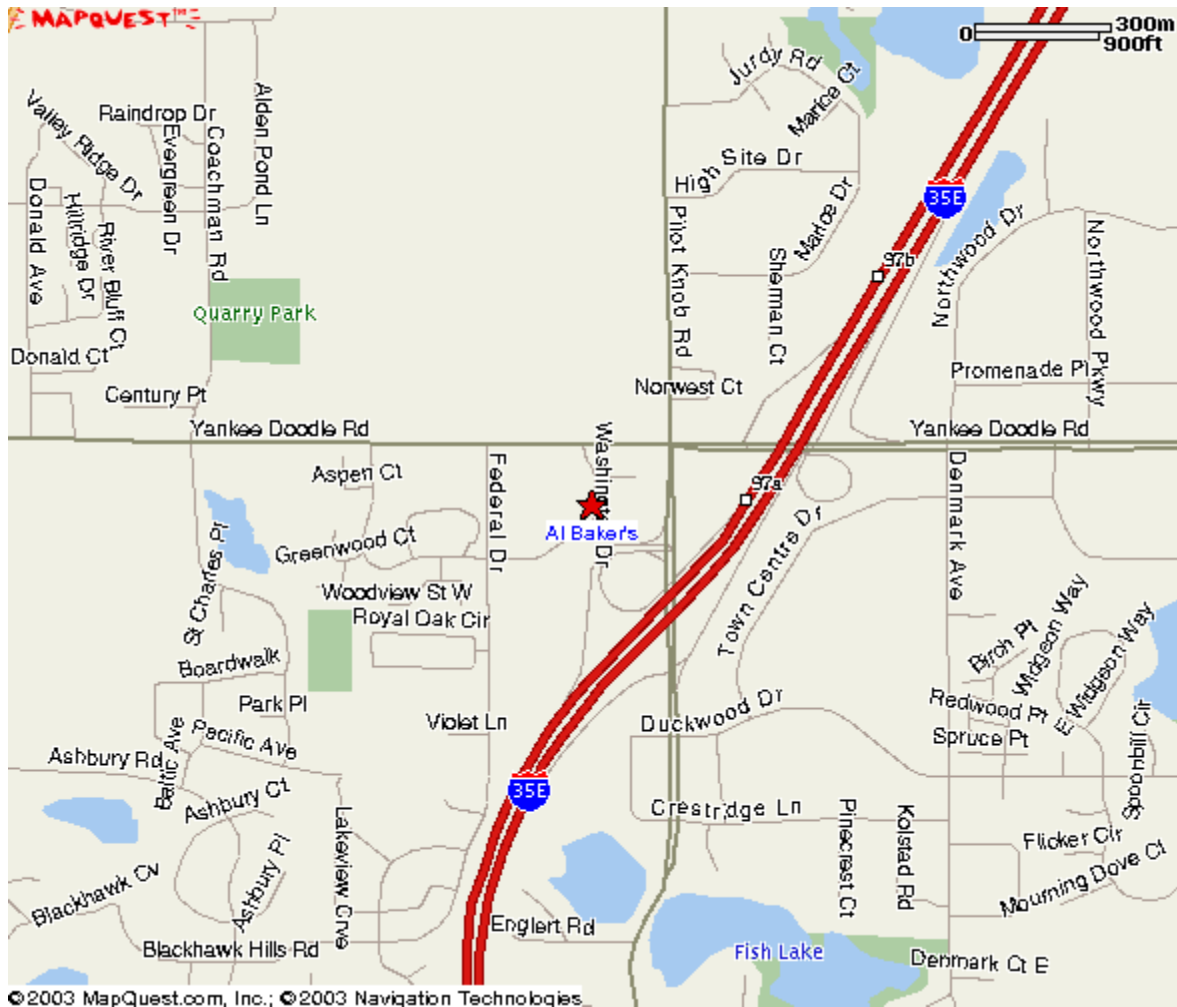
SUNDAY, JANUARY 16th, OUR FIRST OF A WHOLE SEASON OF FUN FILLED EVENTS FOR THE NEW YEAR.

MEET AT AL BAKER'S, EAGAN, MINNESOTA AT 13:30 AM. There will be NO tire kicking in the parking lot, only kicking of ice chunks behind the rear wheels.

WE HAVE BEEN THERE BEFORE AND HAVE ENJOYED THE GOOD FOOD THAT AL BAKER'S SERVES UP. BE THERE AT AND VISIT WITH THE REST OF YOUR CLUB MEMBERS OVER BRUNCH.

THIS IS THE FIRST FOR 2005. WE LOOK FORWARD TO SEEING YOU ON JANUARY 16TH AT AL BAKER'S.

Please RSVP by phone to Faythe Oberg at 651-739-9754 by January 13th, 2005.



AL BAKERS, EAGAN, MINNESOTA

LOCATED AT 3434 WASHINGTON DRIVE

INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

The Al Baker Family has been in the restaurant business for 34 years. Mr. Baker was the General Manager at Howard Wongs in Bloomington from 1967-1981. In 1981 the Baker's developed the Burnsville Ground Round which they operated until 1987 at which time the business was sold to the Ground Round Corporation. Al Bakers is famous for their "Classic Americana Cooking." For over 15 years they have served some of the best food around.