

NORTHSTAR NEWS

My Pride and Joy

By Brian Carlson.....

If I had to make a short list of all the cars that I've owned that have been the overall best, the 1978 Lincoln Continental Town Car 8Y82A826322 (a.k.a. Moby, the Great White Whale) would at least be on the top three if not on the top. Not because it was the prettiest, not because it was the most reliable, not because it was the most utilitarian, not even because it was the first Lincoln that I owned, but because of how well it did it all.

It's provenance goes back to October 11, 1977, when it was built at the Wixom Assembly Plant, then delivered to Marion

He used it for a few years, then traded off for a newer model at Westlie Ford Lincoln-Mercury in 1989. That is where my old pal Stu Lenzke found it, in their used car lot. At that time, it had 156,000 miles, and was a recent recipient of a rebuilt C-6 transmission. Like myself, Stu likes the "emulates a cinder block" design school of these cars, and it followed him home (to join the several dozen other vehicles that he owns). It was the Prime Mover for the Lenzke household for several years, to include a road trip to California. By 1993, Stu had his heart set on another car to replace Moby. I had recently bought my house and 5-car garage complex, so I figured that I needed to start filling it up (the garage, that is). \$1300



Davidson Ford of Weatherford, Oklahoma. It was quite striking, in Wimbledon White with a white half top and maroon velour interior. It was also fairly well equipped as a Town Car, with the 460 CID engine, illuminated entry system, cruise control, tilt steering column, and Quadra sonic Am/FM/8-track among the options. Things were murky as to the first few years' ownership, but it was eventually purchased by a farmer out near Williston, North Dakota.

later, Stuart delivered Moby to its new home 500 miles to the southeast that June. As a new Lincoln owner, one of the first tasks at hand was to join LCOC, with only a bit of prodding from the now late great Dick Larson. He was pleased that I finally succumbed to my interest in '70's Lincolns, as he was quite aware of due to both of us being auction reporters for Old Cars Weekly.

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

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Board Of Directors - 2001-2002

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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.

Summertime Cruising Fun.....

Be Bop Cruisers Wed Night Cruise
Bridgeman's, 6201 Brooklyn Blvd, Brooklyn Center.

Cannon Cruisers Car Club Friday Night Cruises,
Grandpa's Garage, Hwy 52 South of Cannon Falls, MN

North St. Paul History Cruise, Friday nights, June 13th –
September 12th Downtown North St. Paul, MN

Northwest Metro Culver's Cruise, 3rd Wednesday of the
month, 5:00-9:00, Culver's Restaurant, Buffalo, MN

Northwest Metro Denny's Classic Diner Cruise, 4th
Wednesday of the month, Denney's Classic Diner, Rogers,
MN.

Downtown St. Paul, Kellogg Street, Saturday nights, June
through September. 5:00 PM to 10:00 PM. Older cars up
to and including 1965 models. Great way to spend a Sat-
urday evening.

June 1st, July 12th, and September 14th,
11:00 AM to 4:00 PM (All Sundays)
Car Show at Wally's Roast Beef in Bloomington, 2113

West 90th. Bring your car and have one of Wally's great roast
beef sandwiches. Wally's also has great burgers and malts.

Monthly Cruise-In—Forest Lake
3rd Wednesday of every month, May 21st through September
17th. Wal-Mart parking lot in Forest Lake, MN.

Let us know of any event held on a regular basis throughout the
summer months. We will put in the Northstar News.

Don't Forget.....

The Rochester Road Trip, July 19th, leaving the Twin Cities at
8:30 AM. See the great Fred Trachsels Antique Car Collection.
More in this issue.....

Our 1st Annual Out State Car Show at Mills Motors in Baxter,
Minnesota. Baxter is right next to Brainerd. 10:00 AM to 3:00
PM. See back page for more details. Motel rooms have been
booked for Friday and Saturday nights at the Country Inn and
Suites in Baxter. 218-828-2161 and will be held for the North-
star LCOC until July 15th. If you are planning to go and stay
overnight, reserve your room now. This show promises to be a
lot of fun.

Trivia from the Internet.

Ford Motor Co. created icons like the Model T, Mustang and F-series pickup, but it's also had its share of forgettable cars. This is the company that coined a new synonym for failure with the Edsel, after all. Here is a brief look at some of Ford's lesser achievements.

1958 Edsel—A brand that deserved a better fate, as evidenced by the many collectors who cherish the striking looking cars to this day. Ford created Edsel to give it a brand to compete with Oldsmobile and Buick buyers. Edsel's launch was delayed several times before going on sale in the fall of 1957. Much of the problem was timing, it came out during the first big postwar recession. In addition, the start of production was rocky, and quality was shaky even by the standards of the time. The four factories building Edsels were already running full time, building Fords and Mercury's, and the company further increased the assembly line speed to

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Editors Message

The One Hundred year celebration at the Ford Motor Company has come and gone. Those attending the events brought back stories of their week of cars and fun at Dearborn. Many of our club members attended the festivities, and even brought home some trophies to commemorate their participation in the Mid-America LCOC meet. A list of those winners is attached to this month's newsletter. Our many thanks to Brian Carlson and Jay White for providing us with some pictures for the newsletter. Bob Johnson also mentions the events in his column. It was one of those events that true blue Lincoln enthusiasts just had to attend. Also, I want to thank Bob and Mary Johnson for bringing me a events program and Harvey and Faythe Oberg for the great paper weight. I wish that it would have been possible for me to attend.

We have some nice events coming up. July 19th is the road trip to Rochester to see an interesting collection of more-or-less one of a kind automobiles owned by Fred Trachsel. There are more details in the attached flyer. There are a lot of private collectors who have vehicles that most of us never see. Here is a good opportunity to get out of the house on a Saturday, see some great cars, and have a nice lunch. What could be any better. By the way, if you know of any collections that are available for viewing, please let your board know. These make for great club events. Also, on August 9th, we will meet downtown St. Paul, on Kellogg street at 5:00 PM for an evening of cars and companionship. Marion and I usually make it down there several times during the summer, and it is always fun.

We also still need articles for future newsletters. Please write or email me with a picture and a brief story of your favorite Lincoln. Articles from readers help make the newsletter much more personal and interesting. This is your club, and you can help make it better. We welcome your ideas for club activities too. October and November are open. Let your board know, we appreciate your input. The board meets every second Thursday at Whitaker Lincoln-Mercury in Inver Grove Heights. We welcome your attendance at our meetings. Be there by 7:00 PM.

Don't forget to reserve August 23rd, Saturday morning at Mills Motors in Baxter. More in next month's issue. Get your Lincoln out and enjoy the great driving weather.

Till next month..... -30-

10 Most Significant Fords....

1901 Race Car—Ford Motor Co. wouldn't exist if Henry Ford hadn't built this little screamer and driven it past investor Alexander Winton on a racetrack in what is now Detroit.

1965 Mustang—Small, light and inexpensive, the Mustang recaptured some of the original Thunderbird character, but had a practical four seat layout from the start.

Model T—At one point in the 1920's, more than half the cars in the world were Ford Model Ts. The car was the first reliable vehicle priced within reach of ordinary people.

1940 Lincoln Continental—The first Lincoln Continental was a classy and refined luxury car Edsel Ford had created to take on European luxury brands. It boasted a V12 engine and a design that still turns heads. It was a really beautiful car that really made Lincoln a luxury brand.

1948 F1 Pickup—This was the grandfather of the current F-series pickup, which is the best selling vehicle in the world and the core of Ford's business.

1949 Ford—It looked very modern in 1949, and it was smaller than the other designs and it was enormously successful. It was a smash hit, and it still looks good today.

1955 Thunderbird—Ford cashed in on postwar affluence and created an icon with the two-seat Thunderbird, which was created to be a pretty boulevard cruiser rather than a sporty competitor for the Corvette.

1981 Escort—Ford's first attempt to combine its European and American engineering resources to develop a single car it could sell around the world. A small, front-drive car was a breakthrough for Ford.

1986 Taurus—Facing mounting losses and falling sales in the 1980's, Ford Chairman Donald Petersen took a huge risk when he bet Ford's future on the radically new Taurus. The bet paid off, The Taurus was the best-selling car in the country for years. The Taurus was brilliant and courageous, it changed the look of the American sedan. Ford deserves high marks for courage.

1991 Explorer—The sport-utility vehicle that created and cashed in on the '90s move to trucks, the Explorer became the best selling SUV in the world.

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squeeze in the extra Edsels. That ensured that the workers resented the cars, and plant managers looked at the Edsel as a problem waiting to happen. Ford killed the brand after the 1960 model year. It had sold just 110,817 Edsels—barely half the project sales for the brand's first year.

1969 Maverick—The Maverick sold far beyond Ford's expectations when it hit the market in mid-1969, but by the end of the car's life, it had become known as a rust-prone, muscle car want-to-be. The Maverick was an honest attempt to build a small car with sporty appeal, but nothing about its mechanicals supported that. Ford stopped building the Maverick in 1977—but not until the little car had been subjected to the indignities of two-tone paint schemes and the Stallion option package, which included a stallion decal on the front fenders.

1971 Pinto—A good car gone bad. The Pinto began its life as an enjoyable and fuel efficient little car, but things went

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Monthly Director's Meeting

BOARD OF DIRECTORS MEETING

June 19, 2003

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Harvey Oberg, David Gustafson, Tim Purvis and Roger Wothe. Other members present were Gaye Purvis, Faye Oberg, Jim Jacobsen, Brian Carlson and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

Directors Reports

Regional Director Bob Johnson reviewed the Mid-America Meet at Dearborn. The results will be published in the monthly newsletter. All members that attended did well in the judging. For the out state car show in the Brainerd area on August 23rd, there are motel accommodations available at the motel next to Mills Motors in Baxter, the location for the show.

Treasurer Harvey Oberg reported that the treasury balance is \$4,812.34 with all bills paid.

Secretary Roger Wothe reported that the latest chapter roster has been sent to all current members.

Membership Director David Gustafson reported that with the addition of New member Richard Herman from Luverne, the total membership is one hundred eight. David also needs more "My Pride and Joy" articles for the newsletter. Please send them to him.

Technical Advisor Tim Purvis announced that the MSRA Back to the Fifties would be taking place at the Minnesota Fairgrounds starting Friday and running through Sunday.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be on Thursday July 10th at Whitaker Lincoln-Mercury at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Wixom Lincoln Plant Visit

By Bob Johnson

The Mid-America National Meet wrapped up on Thursday morning, June 12th, with a tour of the Wixom assembly plant in Wixom, Michigan. The Lincoln Towncar and LS plus Ford Thunderbirds are built there. The Thunderbird is built on the old Lincoln Mark assembly line. The plant is over 5 million square feet, modern, clean, no smells and very secure. We were able to get one bus load of LCOC members on a special tour because of Fords 100 year celebration. Lincoln quit doing tours because of the cost of liability insurance and plant security.

The Wixom plant was completed in August of 1957 for the 1958 model year. This plant produces 480 cars a day with one shift of 2400 people. Automation has reduced the work force from 6400 and two shifts and increased output. Computers are used in all aspects of the assembly of Lincolns. The parts move on unmanned automated transport vehicles. Before we could start our tour we had to watch a 7 minute safety film on how to conduct our selves.

The bodies of cars were not primed or painted until all metal body parts were assembled on it. Each car is primed and painted separately, it was impressive to see a car body in bright shiny metal, and they looked like aluminum foil. The highlight was seeing a machine setting a car body on its chassis and measuring for proper positioning. Two people with air tools bolted it together and off it went to the next station.

This plant is strictly assembly of parts, no manufacturing. The assembly of various parts, like the car dash is completed else where and just installed at Wixom.

We were not allowed to take any pictures inside the plant. Our tour guides were retired Ford workers who used to be line workers at the plant, so they gave us a lot of information as we toured the plant.



. Brian Carlson at the Wixom Assembly Plant

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downhill fast. The '71 Pinto had a 100 horsepower German engine and was superbly built. Then they put an anemic 2.3 liter American made engine in it and it then had to meet the new emissions standards. It became a slug; heavy and slow, with bad handling and poor fuel economy. It is unfortunate that a car that started out as a good, nimble little machine ended so ignominiously. It deserved a better fate than being taken out behind the barn and shot. Ford built the Pinto through the 1980 model year and it was replaced with the Escort.

1991 Mercury Capri—It seemed like such a good idea at the time: Have renowned Italian design houses Ghia and ItalDesign create a little convertible, use Mazda parts for quality and build it in Australia to keep it affordable. The best-laid plans.... The front-wheel drive Capri was repeatedly delayed within Ford, eventually hitting the market about the same time as the vastly superior and more at-

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Directors Message

By Bob Johnson

The Mid-America National Meet at Dearborn and the Ford 100 Centennial are now over. We arrived on Tuesday, June 10th and stayed until Sunday, June 15th. We took the scenic route to Dearborn via the Mackinaw Bridge, and stopped at West Branch on Monday night where we met up with Ray and Jeanine Nelson. The scenic route was beautiful and Lake Michigan's blue colors are worth the trip by its self. This route was three hours longer than when we came back thru Chicago and interstate on Sunday.

We missed the tour of the Edsel and Eleanor Ford Mansion on Monday night, but took in every thing else, LCOC's 50th Anniversary and Fords 100 Year Celebration. It was a very exciting week; Mary and I were very fortunate to be able to attend this historic event. Over 230 cars were on the judging field, about 28 were exhibition cars the were placed in the same field as the judged cars. The Awards Banquet was held At the Ford Motor Company Meeting and Conference Center, a very beautiful setting. Close to 400 people attended.

The Northstar Region was well represented with over 30 members/spouses attending. Two Lincoln Trophies were won by, Tim & Gaye Purvis, 1937 Model K Roadster and Jeff Eisenberg, 1962 Continental Convertible. Roger and Barb Wothe won the ET Gregorie Trophy with their 1942 Continental Cabriolet and Gordy Jensen won the L Dale Shaeffer Trophy with his 1965 Continental Convertible. Congratulations, your cars were beautiful. A complete list of Northstar Region members and where cars placed is else where in this newsletter.

We stayed for three days of the Ford 100 Year Celebration, over 225,000 people attended, 3300 cars and every type Ford product ever made was displayed some where on the Ford headquarters site (estimate 200 acres). It was a event worth attending.

Our next event is Saturday, July 19th, Caravan to Rochester, Mn to see Fred Trachsels antique car collection. These cars are very unique and

rarely seen, make the trip and you will be glad you did. Please contact Jay White if you have any questions. More information in back of newsletter.

Our August event will be our 1st Annual Out-state Classic Lincoln Car Show at Mills Motors in Baxter (Brainerd) Mn on Saturday, August 23rd. There is a Motel next to Mills Motors that is holding rooms for us if you want to stay over night on Friday or/and Saturday. More information in back of newsletter.

Dave Gustafson needs more articles on your Lincolns for our newsletter; please write a story for us to enjoy.

The summer is almost half over. Get that Lincoln out cruising.

As always keep the journey continuing in our marvelous Lincolns.

More Pictures from Dearborn



Above, Ray and Jeanine Nelson

Below, Tom Brace, never looking better...



My Pride and Joy, Continued.....Moby, the Great White Whale...

(Continued from page 1)

I also spared no time in putting Moby to work, since by the end of the month, I had made both of my annual pilgrimages to Wisconsin with it (to the Iola swap meet and the historical races at Elkhart Lake). In 1992, Stu had used Moby as the road trip car for the same venues concurrently, and I tagged along riding shotgun. Therefore, I was well versed in its strengths as a road trip car, and was quite pleased with its performance and capabilities.

Performance from a '70's Lincoln? You bet! First off, 1978 was unique in that it was the last year of the 460 CID engine as an option in cars, yet was also the first year of a major weight reduction program before the Continental was to be totally redesigned and shrunk. Hence, this year had the best power to weight ratio for the '70's Continentals. Moby also had a few tweaks done to it over the years to make it a fine tuned machine. Most noticeable was the installation of dual exhausts. Those of you well versed in these cars know that a 1978 Continental, even with the optional 460 CID engine, didn't come with duals. However, under Stu's ownership, Minot Muffler set it up with 2-inch pipe and a single turbo muffler on each bank. That's it. Of all of the 460's I've ever heard or owned since, none have ever been able to duplicate the authoritative burble of Moby. Not too loud, definitely not obnoxious like the idiots with duals in their GM pickups now days, but of a double-bass with a confident air of "I'm in charge, and I mean business". If you put your foot down heavily onto the loud pedal, waking up the back two barrels of the 4-barrel carburetor and kicking down the tranny by at least one gear, it roared not unlike anything on the NASCAR circuit. On the air in side of the engine, Stu set up a dual snorkel air intake system, that for all of the world looked stock to the untrained eye. Moby proved to me without the shadow of a doubt that the 460 engine can be extremely powerful if you unrestrict it and let it breathe.

OK, now we can burn rubber, but how about improving the handling? One of my first tweaks was to install an ADDCO rear sway bar. Initially, this was done to tame the rear end when towing, but I soon found out that, for a 5,000-pound car, it was most capable in the handling department. Replacement rubber in a now almost extinct fitment of 245/70R15 didn't hurt matters, either. My favorite example of Moby's handling prowess was "touring" with the local BMW car club to Wheels & Wings in 1994.

Try as they might, they just couldn't shake that large white mass in their rear view mirror on the twistiest of roads (and trust me, they do drive with brio).

The reliability of a 10-penny nail was also keynote for this car. The only time I had to open up the motor was when the timing chain finally let go. Ford engines of that era used a composite cam gear that will need replacing eventually. In fact, when I replaced it on my 27,000 mile '78 Mark V, it was already too loose per the factory spec's. As a true testament of how much of a Ford Man that I am, at 173,000 miles, the timing chain started acting up when I went to the Iola swap meet in 1994. I moved the distributor over to about one notch, since everyone I talked to out there seemed to think that the chain jumped by one notch. With Stu following me for the 200-mile journey home (in his 1972 Custom Cruiser station wagon) at the ready should Moby hiccup, Moby almost made it the entire way home. The cam gear finally let go one block from my house, while costing down hill. I popped the C-6 into neutral, swung the steering wheel wide then HARD into the driveway, hoping to keep up enough momentum to coast as far up my inclined driveway as possible. In proving that dinosaurs all know were to die, it coasted the entire way up the driveway, stopping within inches of the remotely-controlled opened garage door. A slight nudge from the Olds put Moby exactly into where its usual berth was. One Cloyes double-roller all-steel timing set later, Moby was good to go for another couple hundred thousand miles.

The desire for a lower mileage 1974 Mark IV forced my hand on selling Moby at auction in the spring of 1998. Now with 204,000 on the clock, it sold for \$1250. Hmm, \$50 for 40,000 miles of reputable service for 5 years...not too bad of a deal at all. In retrospect, of all the cars over the years that I've owned, it is the only one that I really would like to find and buy back. Competent tow rig...luxurious road trip car that gets 17 MPG on the highway...more useable cargo space than an E-350 Econoline...reliable enough for a journey from coast to coast at the drop of a hat...refined good looks.. powerful as a locomotive, and almost as large...yeah, Moby was one those rare cars that had it all.

Thanks to Brian Carlson for this fine article.....

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tractive Mazda Miata. It was almost free of redeeming qualities, it had absolutely no curb appeal. In addition to a design that had grown old before the car ever went on sale, the Capri was burdened by quality problems. Ford killed the car in February 1994.

2002 Lincoln Blackwood—The first attempt to build a luxury pickup, the Blackwood was another example of an apparently can't miss concept that went down in flames. A \$52,000 plus pickup designed for the horse set, the Blackwood lacked four wheel drive and couldn't tow a horse trailer. Frank Markus of Car and Driver "It was uniquely unsuited to its target market; Never has a product so richly deserved failure" Lincoln expected to sell 10,000 Blackwoods a year but had sold fewer than 3,600 when it killed the truck in November 2002, barely a year after it went on sale.

From the Detroit Free Press and the Internet...

Great Cars For Sale....Books Too.

Books.....

Large collection of 132 books covering 25 years of collecting. Classic car books and general car books for sale as one unit. Many are now out of print and rare. No manuals. Priced at 2,495.00 plus shipping. Send \$2.00 for a seven page list. Contact Harvey Oberg, 6738 Buckingham Bay, Woodbury, MN 55125. Phone 651-739-9754. Here is your chance to build a fine library.

Cars...

1977 Lincoln Continental Town Coupe
All electrics in working condition. Air Conditioner works excellent. Leather interior in good condition. Rebuild 400 cu inch long block, with about 10,000 miles on motor. You will enjoy driving this car. Fairly priced at \$6,600, but open to offers. Call Robert Kilman, Jr., at 320-982-3088 for more information.

1983 Lincoln Mark VI four door.
White with white top and white leather interior. All options except a sunroof. 302 cubic inch engine with automatic. The car was purchased in Florida in 1995 with 105,000 miles and has been driven only 3,000 miles in the last seven years. The car is in excellent condition. Please call Paul Pedersen at 952-473-1386 or cell phone 612-670-3547. A chance to own tomorrows collectable at today's prices.

1975 Mark IV, \$2,500. Car in very good condition, looks like it has 68,000 actual miles. Silver paint, gray cloth seats. Front seat needs recovering. Contact John Wackerfuss, Wackerfuss Auto Sales, Cumberland, Wisconsin. 715-822-2930.

1978 Mark V Diamond Jubilee. This vehicle has never seen snow and is very clean. All options including 460 power and MOON ROOF, CB radio. Finished in stunning blue. Fairly priced at \$4,800, will listen to offers.

Call Mike Doran at 952-926-5841 today.

1985 Lincoln Continental, Valentino series. Very nice, no rust. Car has been kept inside and looks very good, both inside and out. Equipped with usual Continental equipment. Another Lincoln fairly priced at \$4,000. Call Ralph Engelhardt at 651-227-6277. Here is a chance to own a great car at a reasonable price.

1949 Lincoln Cosmopolitan. Four door, complete car. Equipped with three speed overdrive. New brake system, lines, shoes, master cylinder, wheel cylinders, gas line, and battery. Runs well, with most of the hard work completed. \$1,500. Call Mel Krugerud at 763-784-4092.

1967 Ford Galaxie 500 2 door HT. Green with black painted top. 289 V8 with automatic. Restored as new both inside and out. This is a beautiful car and would look great in your garage parked next to a Lincoln. This is a two owner car. Contact Dick Herman 507-283-2412 or email dick@hermanmotor.com. Dick Herman, 1303 Northview Drive, Luverne, Mn 55156. Better yet, call Dick and drive over to Luverne and take a look. It's a nice drive even if you don't buy the car.

1996 Town Car, Presidential Series. 22,000 actual one owner miles. Top of the line model, well equipped with all of the fine Lincoln amenities. This car is in spotless condition inside and out. Jack Caldwell brought it to the Whitaker show on May 17th, and is now offering it for sale. Call him at 612-869-7278. This car is as good as new.

1984 Fiat X19 Bertone with Fuel injection and in good condition. Garaged most of its life and selling now for \$1,995. Call Northstar member Rick Bauer at 651-894-9329 or email srbauer@earthlink.net

Preview of Coming Attractions

The following include scheduled club events, please call Jay White at (952) 432-5939 for information and directions. (CLUB EVENTS IN BOLD)

July

July 12th. 15th Annual Lakeville Pan-O-Prog Car show, Lakeville, MN. Antlers Park, Lake Marion, Highway 50 and Ipava. 9:00 AM to 3:00 PM

July 19th **Road trip to Rochester, Minnesota to view Fred Trachels antique car collection. Unique cars including a 1917 Locomobile, dual phaeton, 1914 Model T speedster, 1915 Brewster Knight and a 1931 Buick 96S Roadmaster. More detail in attached flyer.**

July 27th 26th Annual Car Show, Swap Meet and Farm Toy Show. Pierce County Fairgrounds in Ellsworth, Wisconsin.

August

Aug 9th **Downtown St. Paul on Kellogg Boulevard . Plan on bringing your own picnic and having a great evening. Meet in front of Radisson Hotel on Kellogg by 5:00 PM.**

Aug 17th St. Cloud Pan-Towners 28th Annual Car Show and Swap Meet 7:00 AM - 3:00 PM Benton County Fair Grounds, St. Cloud, MN

August 23 **Mills Motors in Brainerd, our first Annual Out State All Lincoln car show. Mills Motors, Baxter, Minnesota 10:00 AM to 3:00 PM. Free food by Mills Motors, Free Dash Plaques. No entrance fee. Hotel reservations for Friday and or Saturday night, call Country Inn and Suites across from Mills Motors. 218-828-2161 for reservations by July 15th. Mention Northstar Lincoln Club.**

September

Annual Picnic....September 28th Environments, Inc. Where has the summer....

October

Event in planning stage

November

Event in planning stage

If you have any ideas for future club activities, please let your board members know, or call or email Jay White at jaywhite@frontiernet.net. We welcome your suggestions for future events.

Highlights Of The Dearborn Mid—America Meet, June 2003



Harvey Oberg dressed to the Nine's at Dearborn



Richard Herman's 1927 Lincoln Coupe



Above Roger and Barb Wothe's 1942 Cabriolet

Below, Jack and Julia Vanatta



Jay and Carol White with Bob Gavrilesu at the awards banquet on Wednesday evening.



Gaye and Tim Purvis joining in the fun on Wednesday evening.



Above Regional Director Bob Johnson with Mary.

Below, Faythe and Harvey Oberg.



Class	Place	Last Name	First Name	Year	Model	BodyStyle
	Award					
203	Primary 2nd	Herman	Richard	1927	Lincoln	Coupe
204	Primary 1st <i>Lincoln trophy</i>	Purvis	Tim & Gaye	1937	Model K	Roadster
500	Emeritus	Oberg	Harvey & Faythe	1941	Continental	Cabriolet
302	Senior 1st <i>ET Gregorie Trophy</i>	Wothe	Roger & Barb	1942	Continental	Cabriolet
207	Primary 2nd	Vanatta	Jack & Julia	1946	Lincoln	Sedan
201	Primary 3rd	Fletcher	Jack & Marilyn	1961	Continental	4 Door Sedan
217	Primary 1st <i>Lincoln Trophy</i>	Eisenberg	Jeffery	1962	Continental	Convertible
105	Pre Primary 3rd	White	Jay & Carol	1964	Continental	Convertible
306	Senior 1st <i>L Dale Shaeffer Trophy</i>	Jensen	Gordy	1965	Continental	Convertible
500	Emeritus	Fletcher	Jack & Marilyn	1971	Town Car	4 Door Sedan
227	Primary 2nd	Carlson	Brian	1978	Continental	Mark V
225	Primary 3rd	Nelson	Ray & Jeanine	1978	Continental	Town Coupe
227	Primary 2nd	Fenelon	Ronald	1979	Continental	Mark V
400	Exhib	Bliss	Robert & Avis	1981	Continental	Mark VI
308	Senior 3rd	Brace	Tom	1988	Lincoln	Mark VII LSC
232	Primary 1st	Johnson	Bob & Mary	1989	Lincoln	Mark VII Custom Convertible
400	Exhib	Swenson	Larry	1998	Lincoln	Mark VIII