

My Pride and Joy....

By Bob Johnson

Since Dave has not received a Pride and Joy article this month, I will try and fill the space with either an article about the Shafer International Airport, or our trip to Cherry Hill, New Jersey, June 8th – June 18th. I believe that I should save the article on the Shafer International Airport for next April 1st, and tell you about our trip in our 1989 Lincoln Mark VII Convertible.

The purpose of this trip was to visit our daughter, Lori, in Lafayette, Indiana, and then go to Cherry Hill, New Jersey, for the Eastern National Meet on Saturday, June 13th. We drove 1,345 miles going out, mainly on Pennsylvania

Turnpike 76, and 1,240 miles on I80/I94 coming back. This does prove the old adage that the return trip back home always goes by faster.

Our 1989 Black Mark VII Convertible was again a joy to drive. We averaged 24.3 MPG and I used the cruise control to avoid speeding tickets. The trip meter average speed was a little over 60 MPH. We drove on a lot of toll roads, with a cost over \$40. Out East, if you are driving under 40 MPH you are required to use your Hazard Lights. We hit a thunderstorm just as we entered Philadelphia and it was amazing to see four lanes of traffic slow down and put on hazard lights. The freeway looked

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Bob Johnson and his 1989 Mark VII, ready to be judged.

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 - 2006-2007

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilesco	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

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

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

My Pride and Joy Continued...

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like many giant lightning bugs following us with all the blinking. We parked under a bridge when it started to hail, after about 10 minutes it finally let up. With this car being shown about twice a year the engine compartment has stayed very clean until we encountered this thunderstorm. This was one of the worst down pours of rain I have ever driven in. The car handled fine, except I could not see where we were going, very scary! When I opened the hood to start cleaning engine compartment at Cherry Hill, I found leaves, sand, and dirt all over the engine and firewall. The engine compartment looked worse than it did when we bought it in 1999.

We were able to win our 4th Emeritus award. The Cherry Hill Eastern National Meet was a lot of fun. The Mark VII and Mark VIII's had a very good turnout with nine cars. The 1940's Continental and Zephyr's also were well represented, with

nine beautiful sedans and cabriolets. The meet had over ninety cars on show field or in the visitor's lot. If you have internet access go to www.thelincolnforum.net, click on "Public LCOG Related Discussion", then click on "New Jersey Pictures" then click on Dan Szwarc's post with www for Cherry Hill pictures, there are many meet pictures posted for your viewing and enjoyment.

The highlight of our trip was the tour of Philadelphia's historic areas. Thank God, we signed up for the tour bus, the traffic and narrow streets made it very hard to take your car, especially if you are used to driving around Shafer. When they advertise that Philadelphia is the "Cradle of Democracy" you can't imagine all the historic attractions in America's most historic square mile. The Liberty Bell and Independence Hall are our most significant national treasures, one can't imagine what it took to create this great country and the fore sight of our

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Trivia from the Internet

Willard Hess, builder of cars for Royalty and Presidents.....



Willard Hess and Charles Eisenhardt

The day President Kennedy died, Willard C. Hess felt it in a personal way. His company, Hess & Eisenhardt of Blue Ash, had customized the limousine in which the president was riding Nov. 22, 1963, in Dallas.

“We had worked on that car,” Mr. Hess told The Cincinnati Enquirer in 1991. “We had a personal pride in it.”

The presidential limousine, designed by engineers at the Ford Motor Co. in cooperation with those at Hess & Eisenhardt, had fur carpeting, lap robes embroidered with gold thread, built-in flood lights, and the ability to stop on a dime.

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Editors Message

July 2007

We are rushing around to get the newsletter finished, printed, and in the mail before the tour down to the Quad Cities, Friday, June 30th. Marion and I also managed to complete the 2007 Northstar directory and delivered to Bob Johnson for subsequent distribution to club members in the near future. Our laser printers have been working hard this past month churning out the many pages that compose the both the directory and the newsletter.



Faithie having finished helping with the directory and newsletter, is taking a break to enjoy the weather outside.

The trip to Rock Island, Moline and Davenport should be a lot of fun. Karl Flick has worked hard to arrange a good route for us to follow, maximizing both the driving and visual experiences along the way. What could have been a rather boring trip over the interstate highway system, has turned into a grand tour, which the participants should remember for some time. I hope that we have time to see the Deere-Butterworth home while we are there. I do have some interest in it as thirty years ago, I first visited it to pick up our 1951 Chrysler Imperial,

which I purchased from the estate of Patti Southall Wiman, who was the last relative of the Deere family to live there. The Chrysler was a very well cared for, low mileage (27,000) car, and was part of a group of 10-15 cars that were residents of a very large garage, watched over by a full time grounds man – driver. Chryslers of that period featured great engineering, 1951 featured the first hemi engine and the first year for power steering. The mechanical achievements were overshadowed by a somewhat dowdy appearance and a sluggish, poor excuse for an automatic transmission, called Fluid Drive. None the less, the three best cars you could buy in 1951 were the Lincoln Cosmopolitan, the Chrysler Imperial and the Cadillac Fleetwood. A person would be truly fortunate to own anyone of these fine cars that year.

Our thanks to Bob Johnson for his prolific writings which helped us fill up the newsletter this month. Their trip to participate in the Eastern meet must have been a lot of fun and provided a great opportunity to meet other LCOC members from that part of the country. We also want to thank Tom Brace for his comments on the recent CCCA show here in the Twin Cities. Without help from others, getting this newsletter out is much harder. We would really appreciate it if you would send us a article about your car. Our readers will enjoy it and so will I.

We do have a lot of summer left, and hopefully a very nice fall to enjoy drives in our older cars. Don't forget the Whitaker All Lincoln show later in July and the Lafayette Club brunch in August. The CCCA has also been invited to the brunch and Frank Warner and his son Todd have arranged for boat rides after brunch for those who attend. By the way, if you have any good ideas for future club activities, let Bob Johnson or any of the other Northstar Board members know. We are always looking for neat things to do and we are running out of ideas for fresh events.

David, Marion and Faithie, the Samoyed...

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Ford Motor Company assembled the car at its Lincoln plant in Wixom, Michigan in January 1961. Hess & Eisenhardt of Cincinnati, Ohio was responsible for customizing the car to function as a presidential parade limousine, literally cutting it in half, reinforcing it, extending it 3 ½ feet in length, and making numerous other modifications. Ford Motor Company and Hess & Eisenhardt collaborated on engineering and styling. It debuted at the White House in June 1961. The car remained the property of the Ford Motor Company, which leased it to the Secret Service for the nominal price of \$500 per year.

The car, as equipped at the Lincoln plant, would have retailed for \$7,347. Custom built, the car cost nearly \$200,000, according to Randy Mason ("The Saga of the 'X-100").

"It was probably the

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Directors Message

July 2007

By Bob Johnson



Bob during a break at the recent Mid Atlantic Regional Meet in Cherry Hill, NJ

While we were on our trip to Philadelphia, we missed the nine day heat wave here in Minnesota. Out east, a cold front came in from the Atlantic Ocean, for two days we wore our Lincoln Club jackets, as it was only in the low 60's. We were the only North Star Region members to attend the Eastern National meet. We again met many old friends and made several new friends.

The people from Philadelphia were very nice and were in awe that we drove 1300 miles just to attend their meet. With the heavy traffic out east, a trip of over 100 miles is a great undertaking for most people. Mass transit is the way most people there commute. It is great to travel, but it is even better to get back home. By the time we returned back to our home, our lawn was really over grown, so cutting it was a job this time.

Ray Nelson reported the Black Hills Over Drive tour, in Rapid City, South Dakota, June 8, 9 & 10, was great and

wished more North Star Members could have attended. They had a great time and met Jim Dowding from Rapid City, who is really promoting the LCOC in South Dakota.

Our tour with Lake Shore Region to Ed Veit's Car Collection in Quad Cities (Davenport), Iowa, will be underway or over when you get this newsletter. We had seven couples sign up for trip. I hope that the low attendance is because of the price of gas and not lack of interest. It is a shame that more members are not going, a lot of planning and work has went into this tour, especially by Karl Flick.

On Saturday, July 21st, we will have our 8th Annual All Lincoln Car Show at Whitaker Lincoln Mercury, in Inver Grove Heights, 10 AM to 3PM. Please bring your Lincoln; we will have free Dash Plaques, Door Prizes and Peoples Choice Awards for Best of Show. Chuck Whitaker will again host a cook-out for our pleasure. If you have a friend that has a Lincoln, please invite them to this Lincoln car show, we would love to see their car. Please come and enjoy some very fine Lincolns and have some fun seeing old friends.

On Sunday, August 19th, 11:30 AM we will enjoy a Sunday Brunch, with the CCCA at the Lafayette Country Club and Boat ride on Lake Minnetonka.

After enjoying a Marvelous Sunday Brunch, Todd Warner, who is our host and will provide boat rides on Lake Minnetonka, in one of the grandest antique boats in the country: a 1937,

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most fabulous automobile built in this decade," Mr. Hess told the Cincinnati Rotary Club in 1964.

Three days after the assassination, the Lincoln was back in the Blue Ash plant, and Mr. Hess was in Washington. He was named a consultant by the Warren Commission, which was appointed by President Johnson to investigate the assassination. For years after, Mr. Hess speculated that if the president had been using the removable bubble top he might not have been killed. The tragedy lingered for Mr. Hess. In 1985, he invited a group of those



A 1950 Lincoln Limousine at the Hess and Eisenhardt Factory.

who had worked on the car to his home in Wyoming to view a replica and reminisce.

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More Directors Message

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55 foot mahogany commuter yacht designed by John L Hacker. Event Tickets are \$35.00 per person, for both the Brunch and Boat ride, and must be purchased in advance.

Bob Gavrilesco, will be taking names and money for this outing. Please make checks out to "North Star LCOC". The payment deadline is Monday, August 6th, 2007. Mail Checks to: Bob Gavrilesco, 1520 Chelsea St, St Paul, MN 55108. A separate mailing for this activity will be mailed out within the next two weeks.

Our 2007 North Star Region Directory is finished, Dave Gustafson has again done a great job putting it together and printing. I did hear that Marion was instrumental in getting the labor intensive part done. We must remember that behind every great man, there is an even greater woman.

Our annual fall Picnic will be at Morries in the western part of the city. Over the years, this has turned to be one of the club's premier events. Roger Wothe is working out the details and more information will be in next newsletter.

If you want to read about more Lincoln Club information, several other Regions are now posting their newsletters on the www.lcoc.org web site. Look for *Regions* and click on *Newsletters*. The Clubs basic Policy and Procedures is also now posted, click on *About LCOC* and then click on *Directory information*.

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

More Pride and Joy

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founders, and it is awesome to see in person. We toured Christ Church and sat in the same pews as Benjamin Franklin, George Washington, and Betsy Ross. This Church has been an active parish since 1695 and has records of every marriage ever performed.



Mary and Bob at the Liberty Bell in Philadelphia.

At each meet we have made new friends and renewed old friendships, this was our 9th National Meet that we have driven our 1989 Mark VII, too. As we get to know more people from the LCOC Club, it is the people, not the Lincolns that keep you coming back. It is great to see a classic Lincoln that you haven't seen before. The Lincolns are the main ingredient of the Club but the fun and friendships are priceless. I can see why many members trailer their cars to these meets after the time it took to clean our car up after driving in that nasty thunderstorm. Many members prefer to use that clean-up time to visit and have fun participating in the scheduled meet activities. It is great to see so many members attend meets without their Lincolns. This tells me that LCOC members are having fun

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Mr. Hess's grandfather, Emil E. Hess, and Charles A. Eisenhardt began working for Sayres and Scoville Carriage Makers downtown when it was manufacturing carriages and buggies in 1891. The elder Mr. Hess worked his way up to president of the company, which was one of the few carriage makers to make the transition to motorized conveyance. When the heirs sought to liquidate the company in 1942, Mr. Hess, along with his father, and Mr. Eisenhardt and his son, Charles, bought the company which made hearses, ambulances and other specialized vehicles. Mr. Hess had graduated from Hughes High School and after two years of study at the University of Cincinnati's engineering school, transferred to the General Motors Institute in Flint, Mich. He graduated in 1930 and began working for Sayres and Scoville. From the assets of Sayres and Scoville, the partners started Hess & Eisenhardt and moved the operation to Blue Ash.

When the Secret Service became concerned about the safety of President

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Pride and Joy continued...

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and enjoying seeing old friends.



They say a picture is worth a thousand words, and this one is. The future of the LCOC is observed helping dad detail his Mark III, prior to showing.



Even a pink Continental was at the show, proudly displayed by it's owner. An uncommon color for a very uncommon car. I wish there was one in our region.

Since we bought this car in 1999, we have put on over 17,000 miles going to LCOC National events though out the US, and 9,000 going to our local North Star Region events. We now have just over 90,000 miles on our car. Most people don't realize that this is a real convertible unless the top is down. After our car is judged, we put the top down and then the people realize it is for real. We are grateful to Coach Builders Limited, High Springs, Florida for building

about 130 of these fine convertible Lincolns. We have seen 5 other convertibles like ours, but we think ours is the nicest. Driving this car is a real pleasure and a real head turner. People just can't figure out if it is really a convertible, since Lincoln has not had a production convertible since 1967. Winning major trophies at our National Lincoln shows is great, but the enjoyment of being able to drive this car is why we have it.



A very nice 1954 Capri Cabriolet was on the showing field, almost as nice as the one owned by Northstar Region's Ed Hadtke.



Even rarer than the 1954 Capri's is the 1955 Capri. Few survived, and this is a beautiful example of one.

Our thanks to Bob and Mary Johnson for writing this story and taking these pictures for our newsletter. Attending meets in other Regions is a good way of meeting new friends and seeing a lot of great Lincolns.

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Truman, it approached General Motors about building a passenger vehicle that could withstand hand-weapon attacks. General Motors, in turn, asked Hess & Eisenhardt to design and construct such a car. Mr. Hess undertook the project and was given access to proving grounds to study armored vehicles. He then developed the technique and process to make a passenger armored car. Thus began the company's long history of customizing armored cars for every president from Harry Truman to Lyndon Johnson. They also built cars for J. Edgar Hoover, Queen Elizabeth II, King Paul of Greece, King Ibn Saud of Saudi Arabia, King Hussein of Jordan, and many others, including movie stars.



The 1950 Cosmopolitan open limo in use by President Eisenhower. A Hess and Eisenhardt custom Lincoln.

The company also filled an order for a Cadillac station wagon by the

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May Board of Directors Meeting...

BOARD OF DIRECTORS MEETING

June 7th, 2007

Regional Director Bob Johnson called the meeting to order at 7:10 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Bob Roth, Bob Gavrilesco, Dave Gustafson and Roger Wothe. Fay Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson moved the next meeting to the second Thursday in July because of the Fourth of July holiday. The plans for the 2008 Mid America Meet are well underway.

Secretary Roger Wothe will have details for the fall picnic as soon as he can have a meeting with Morrie's people and tour the facility.

Treasurer Harvey Oberg reported the treasury balance to be \$3,233.87 with all bills paid.

Membership and Publications Director Dave Gustafson announced the paid membership to be one hundred thirty-three. He passed out the draft copy of the 2007 Membership Roster for approval. The final will be ready very soon. He needs more "My Pride and Joy" articles.

Activities: The next activity is "Back to the Fifties" June 22nd – 24th. The Whitaker Eighth Annual Show will be July 19th from 10:00 AM to 3:00 PM with all Lincolns

welcome. The remaining activities will be found in the North Star newsletter.

There being no further business, the meeting was adjourned at 7:47 PM. The next meeting will be held at Culver's Restaurant in Maplewood on Thursday July 12th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Don't Forget

Eighth Annual Whitaker All Lincoln Car Show. Saturday, July 21st. 10am to 3pm.

Brunch at the Lafayette Club All LCOC and CCCA Members invited. Sunday, August 19th. Watch for special mailing later in July. Great food, good friends and a very special boat trip.

Don't miss these events.

For Sale

1988 L MK VII LSC

If you are looking for a well sorted out Mark VII that you can take and drive anywhere and still have a great looking car for whatever you want to do in terms of driving or show-lets talk. I am looking for a good home for this beauty and we have complete records on the car since we bought it many years ago. I am asking \$4000 or best offer. Everything works and I have just put the new correct tires on it. Selling due to recent purchase of another 1937 Lincoln K. Call me!

Tom Brace
651-644-1716

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Broadmoor Hotel in Colorado Springs, Colo., in 1955. Four of the presidential limos are on display at the Henry Ford Museum in Greenfield Village in Detroit.

In 1931, Mr. Hess married Adele Emig who lived down the street on Riddle Road in Clifton. The couple was married for 68 years. Mr. Hess' memberships were legion, and as his daughter, Jane Hess Walker of Wyoming said, he lived a long time and had time to do a lot of things. Among the most notable, Mr. Hess was honored for his 75-year association with the Boy Scouts.



The 1961 Continental, the X-100, on that fateful day in Dallas in November, 1963.

He also was awarded the Silver Beaver Award — the highest award in scouting — and founded the Eagle Court of Honor. He established and directed the Ohio Hemophilia Association, was a member of the

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Quality ratings lift spirits at Ford

Courtesy Tom Walsh, Detroit Free Press

Ed Witt, owner of two Lincoln-Mercury showrooms in the San Diego area, is more than a little tired of watching all the Lexus, BMW, Audi, Mercedes and other foreign-brand luxury cars zipping around his community.

So it was with some glee that he sold a customer a 2007 Lincoln MKZ sedan, taking a 2004 Toyota Solara as a trade-in.

Even more pleasing was what the customer told him about why he was in Witt's showroom.

"I wouldn't be here if not for the article I saw in the paper about Ford's quality," Witt said the customer told him, referring to the 2007 report last week from J.D. Power & Associates. The Ford Mustang, Mercury Milan, Lincoln MKZ and Lincoln Mark LT took top honors in their segments in the study.

Ford Motor Co. is wasting no time touting its strong showing in the J.D. Power quality rankings. A full-page Lincoln-Mercury ad appeared Monday in USA Today with the headline "There's nothing like that new trophy smell" and photos of the Milan, MKZ and Mark LT. Television and radio spots will incorporate the same theme later this month.

Fortuitously for Ford management, the new quality data provided a jolt of positive news just as hundreds of beleaguered dealers from around the

country are descending on Detroit and Dearborn this week. Their meetings began Monday afternoon with Lincoln-Mercury dealers and will be followed with several waves of Ford dealers.

Alan Mulally, Ford chief executive officer, is expected to speak briefly to each dealer group, exhorting them to use the J.D. Power data to help build sales momentum, which Ford sorely needs.

Mulally has often said since becoming CEO last fall that Ford has some strong products, but must drive more buyers into Ford and Lincoln-Mercury showrooms to give the new models a try. Yet sales have remained flat. In fact, Ford sales fell 6.9% in May, while almost all other automakers reported sales gains. Even the MKZ sedan and the Ford Edge crossover, launched last fall to favorable reviews, have been slow to gain traction in the market.

Rebates and other incentives averaged \$2,936 for each Edge sold in May, said Jesse Toprak, senior analyst for Edmunds.com, the automotive Internet site. That's nearly double the \$1,500 incentive that Ford offered when it launched the vehicle.

"I call it the domestic introduction syndrome," Toprak said. "When the domestics" -- Ford, General Motors and Chrysler -- "bring a new vehicle out, there's a whole lot of hype. But when the initial hype dies down, high incentives are needed to bring people into the showrooms."

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Lincolns Do Well at CCA Grand Classic

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American Society of Body Engineers and the Society of Automotive Engineers.

His company was sold in 1982 to the O'Gara Cos., which now operates the O'Gara Hess & Eisenhardt Armoring Co. in Butler County. Charles Eisenhardt, Mr. Hess's partner, died in 1988. Retiring was far from Mr. Hess's mind. He began a lecture tour about the unusual cars his company built and became a board member of the Citizen State Bank in Montgomery. He was active in the bank until it was sold to Huntington Bank. His son, J. Daniel Hess of Detroit said, "He didn't work — his work was his hobby and his life."

Before he died, Mr. Hess made known his desire for his last ride to be in a hearse he built. Eager to fulfill his wish, his family made many calls before they finally located one. A 1937 Victoria hearse, made by Sayres and Scoville, was transported to Wyoming, Ohio from Washington, Ind., on a truck. The owner, Jim Pirkle, provided it for Mr. Hess's funeral procession upon his passing in March, 2000.

From the Internet

By Tom Brace

On June 9, 2007, a Grand Classic was held in Shelard Park in St. Louis Park. This event was sponsored by The Upper Midwest Region of the Classic Car Club of America. These events are held throughout the country for automobiles that are recognized Full Classics. One of the features of the old car community is that many members belong to a number of different clubs.



Without exaggeration, it was a great day for Lincolns as they had a significant presence on the field. Listed below are the results:



Bob Gavrilesco - 1947 Lincoln continental 12 Cabriolet 3rd in Primary.

Harvey Oberg - 1941 Lincoln Continental 12 Cabriolet Premier Emeritus Judged.

Byron Olsen - 1935 Lincoln 12 K 3-window Sedan Best Original
Tim Purvis - 1937 Lincoln 12 K Roadster, LeBaron Premier.

Roger Wothe - 1942 Lincoln Continental 12 Cabriolet Senior. Exhibition only.

Tom Brace - 1937 Lincoln 12 K 2-window Sedan with a 1936 Mullins trailer in tow.



Roger Dolliff - 1936 Lincoln 12 K Touring

Tom St. Martin II - 1948 Lincoln Continental 12 Cabriolet

Even a quick read of this list would warm the heart of any fan of the Lincoln Motor Car Company. The weather was perfect, the field was stunning and all had a fine time of viewing cars that were built from 1925-1948.



All but one of the people listed above are members of the LCOC as well. It is no wonder that the North Star Region and the Upper Midwest Region are involved in joint activities. If you love Lincolns built in the thirties and forties this was the place to be on June 9, 2007.

More Ford Quality Gains.....

(Continued from page 8)

The MKZ trend has been similar. After launching with incentives of about \$1,600, the car came with \$3,176 by May, Toprak said.

Overall, Ford's spending on incentives was \$2,942 per vehicle in May, down from \$3,269 in the same month a year earlier.

Leading Japanese brands Honda and Toyota, meanwhile, have been boosting incentives, although their discounting is at a much lower level. Honda's incentives were \$1,300 per vehicle last month, up from \$922 in May 2006; and Toyota's were \$1,128, up from \$886, according to Edmunds.

Just as it took decades for Ford and GM to surrender their dominant position in the U.S. automobile market, it will take a sustained effort -- and a string of upbeat J.D. Power quality rankings -- to rebuild showroom traffic.

Cheryl Bruins-Rozier, advance program manager in Ford's engineering organization, is confident that Ford's quality surge has only just begun. Ford data show that its ability to prevent defects is getting "exponentially better," thanks to advanced computerized design technology that the company first fully utilized with the Ford Fusion sedan, launched in 2005.

By using what Ford calls "virtual factory build" technology, its engineers are able to anticipate assembly problems when, for example, cables from a wire harness are likely to crimp or brush up against metal parts.

"Now we're able to predict where defects might occur, rather than react to them after the fact," Bruins-Rozier said.

And as the power of electronic data analysis tools grows, so does the automaker's ability to avoid defects. She said her team recently finished work on the virtual build of a future Fusion model, and saw an 85% reduction in potential problem areas com-

pared with the first Fusion virtual build a few years ago.

For the thousands of people whose futures are riding on the recovery of Ford, let's hope that Bruins-Rozier's confidence is well-founded and that Mully was prophetic in his e-mails to Ford employees about "how exhilarating the ride back up would feel."

More CCCA Pictures....



Above top, the unmistakable 1941 Cabriolet belonging to Harvey Oberg and a very interesting 30's Rolls Royce. True Classics. The CCCA show is a great venue to see some of the best of the best, cars that you won't see at your typical weekend car show.

Northstar LCOC Quad Cities Three Day Tour

Taking place over June 29,30 & July 1, 2007

Tentative Schedule to date.

Please be ready to travel when arriving at the Apple Valley Perkins. We will have rest stops (bathrooms & gas) stops along the way every 100-125 miles. Please bring your CB radio (channel to be announced) and Cell Phone. Lets all share cell phone numbers in case of any emergency.

Friday June 29, 2007

8:00 am: Meet at Perkins Restaurant, Apple Valley Cedar (77) and County Rd. 42 for Breakfast (optional).

9:00 am: Leave from Perkins go South on Cedar Ave. to 160th street, turn east (left) about 6 miles to State Hwy 52 turn South (right) continue on to Rochester via Hwy 52. 72 miles

10:30 am: Gas & Rest stop at gas station near Rochester Apache Mall. We will meet up with other Northstar LCOC members. (Gas station & location detail to be announced)

10:45 am: Leave for Chatfield, Preston, Harmony and Decorah IA. 73 miles, 90 minutes

12:15 pm: Gas & Rest stop, Lunch in Decorah (3 quick food spots on hwy 9, DQ, Mc Donald's, other)

1:15 pm: Leave for Postville, McGregor 43 Miles, 75 Minutes

2:30 pm: Leave for Pikes Peak 3 Miles, 10 Minutes

2:40 pm: Rest stop Pikes Peak IA. State Park 30 Minutes overlook view of the Wisconsin River converging on the Mississippi from scenic overlook, short walk to overlook.

3:20 pm: Leave for Guttenberg IA. 17 Miles, 30 minutes

3:50 pm: Gas & Rest stop, Guttenberg Locks and drive by scenic view overlook

4:10 pm: Leave for Dubuque via Hwy 52, 40+ Miles, 65 minutes. This is a very scenic drive touring across the mountainous ridge roads overlooking the beautiful farm country in the valley.

5:15 pm: Gas & Rest stop, dinner at the Hudson Classic Grill 2345 N.W. Arterial, Dubuque IA. This Grill has sit down booths and tables with an antique car motif. You will feel right at home with a '50's Hudson car inside the Grill.

6:30 pm: Leave for Le Claire, IA. (Davenport area) via route 61 to I-80 and then East our motel. The Super 8 & Comfort Inn motels are on the interchange of I-80 & Route 67. About 80 Miles, 95 Minutes

8:05pm: Le Clair (Davenport IA) Motel Check in.

8:30 pm: Many options for nightlife to include two Casino Boats, one in Bettendorf IA. And one in Rock Island IL.

Saturday June 30, 2007 Mr. Art Whitmire of the Lake Shore Region LCOC has planned a joint car club program to include a tour of the John Deere Pavilion (Antique Tractors and Farm Progress museum), Butterworth Mansion (Deere Family home) and two car collections of fellow LCOC member Ed Veit back in Davenport

5:30pm: we will have dinner at Sneaky Pete's back in Le Claire IA. Near our motel rooms. The evening again belongs to the venturous on the Mississippi.

Sunday, July 1, 2007 we will have some plans for the morning and will be heading back to Minnesota close to noon.

Return trip is proposed via Route 61 through Dubuque IA, Lacrosse WI, Winona, Lake City, Redwing and home.

Editors note: Our thanks to Karl Flick for planning out our tour. With his help this should be a good tour.

Great Automotive Buys...

FOR SALE

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

Quite Complete, Lost Storage

Dick Lindahl, Spicer, Mn

320-796-5819

WANTED

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

Call Francis Kalvoda, Willmar
320-235-5777

please help me find one

FOR SALE

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

Call Dean Carlson

651-645-6568 - 651-271-9022

1963 Continental Convertible

53,000 Miles - Blue with White Top
Very Nice Black Interior
Mostly Original Car, Runs and Drives
very nice. A good number 2 car.
Fairly Priced at \$25,000

Call Rich at 763-422-8165

For Sale

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

For Sale

1956-57 Lincoln Engine \$300

1956 Lincoln Fender Skirts \$150

1946-48 Lincoln Front Axle,
Complete \$150

Several 46-48 Lincoln Grilles

Call Ted Anderson at 763-561-8143

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

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

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

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

The following items are still For Sale:

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

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

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

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

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

Call Ron Fenelon at 320/763-4197 or email at rjf8536@gctel.net.

1973 Continental 4 Dr. Was owned by fellow who died 20+ years ago and sat in garage until last fall when it had to be moved because of lost space. The odometer reads 56480 and this is believed to be actual. The exterior has a couple of minor dings that could be left as is or with a little TLC could be repaired. The interior is in excellent original condition. Car could easily qualify as a daily driver. The car was driven to it's present location which is in Berthoud, Colorado just north of Denver, it's previous location. Transportation to Minnesota could be arranged. Asking \$4000.00 OBO. Contact Bob Bjorndahl at bjorndahl@aol.com or 651-429-6042.

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.

Coming Soon! New windshields that fit 1961 through 1963 Continentals.

Please call Gordy Jensen at 952-851-2721

**STORAGE
AVAILABLE**

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact Connie

952-835-4148

For Sale

1972 Lincoln Mark IV

38,000 Miles, All Original, Trophy Winner
Gold with Dark Brown Top and Leather
As new condition. \$10K or fair offer.

Call Don Pennock 651-488-1596

Cell 651-253-5516

Preview of Coming Events

The following include scheduled club events

- June Friday, June 29th, Saturday, June 30th and Sunday, July 1st, tour with Lake Shore Region to Ed Veit's Car Collection in Quad Cities, Iowa. This beautiful Mississippi area is home for Ed Veit who is a long time LCOC member and has two collector car sales outlets for us to view. Check out the tour schedule on page 11.
- July 8th Annual Lincoln Car Show, Whitaker Lincoln Mercury, Inver Grove Heights, Saturday, July 21st, 10 AM to 3 PM.
Lincolns on the River (and Fords too) Lincoln Zephyr Owners Club - Central G.O.F. XIII Meet July 17th through July 21st, 2007. Winona, MN. Check out the Early Ford V8 club web site (www.tcrgv8club.org) for more information. Here is your chance to see some really special Fords, Mercurys and Lincolns. Winona is close to the Twin Cities, only a two hour drive.
- August Sunday brunch with the CCCA on August 19th. 11:30AM at the Lafayette Club. Todd Warner will be providing boat rides with his very unique "Hacker Craft"
Western National Meet, Seattle, Washington, August 9-12, 2007
- September Annual Region Picnic, 11:30AM, Sunday, September 16th. Location and more details of this exciting event in the forthcoming issues.
- October Fall Car Show planned for North Country Ford Lincoln Mercury, Coon Rapids. More details to follow. First Saturday in October.
- November Year end brunch, Al Bakers, Eagan, MN. Sunday, November 11th, at 11:30AM

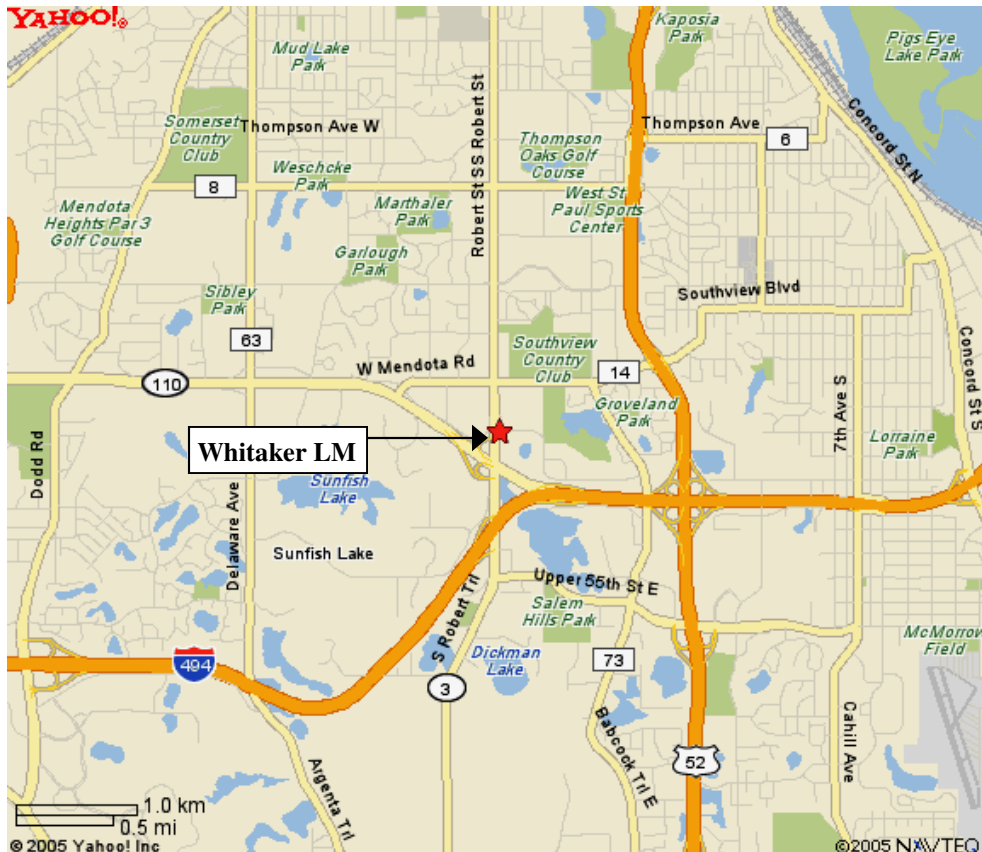
BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE
NORTHSTAR LCOC WEB SITE.

www.northstarlroc.org Click on publications.

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

Northstar LCOC Featured Summer Events

Plan now to attend the 8th annual all LINCOLN car show at Whitaker Lincoln Mercury, Inver Grove Heights, near South Robert Street, Highway 110 and Highway 494, on Saturday, July 21st. Bring your Lincoln and join us from 10am to 3:00pm. The weather will be great and the company will be even better. Lunch will be served by our host, Chuck Whitaker and the club will be furnishing dash plaques and door prizes.



Come meet many of your friends, and maybe make some new ones. There will be some new Lincolns in attendance too.

If the weather is nice, Faithie may even be there and will give free kisses to the first fifty people she meets. You may even be able to get your picture taken with her.

See you there on July 21st.

Willmar Car Buffs Breakfasts Return Again For 2007

Our friends over in Willmar have invited us once again to attend their car club breakfasts over in the Willmar area. An easy drive from the Twin Cities, it is a great way to spend a Saturday morning. Here is their schedule for 2007.

- July 7th. American Legion Post 545, 115 Lake Avenue, Spicer, MN 9:00am
- August 4th. Bootleggers, 1940 11th Avenue, Granite Falls, MN 9:00am
- Sept 1st. Max's Bar and Grill, 2425 Highway 212 West, Olivia, MN 9:00am
- Oct 6th. Happy Hour Sports Bar, 218 5th Ave, Madison, MN 9:00am
- Nov 3rd. West Central Industries, 1300 22nd St SW, Willmar, MN 9:00am

Contact Francis Kalvoda for more information.

Northstar LCOC Featured Summer Events

PRIOR LAKE'S "ROLL IN" CLASSIC CAR SPECTACULAR

Downtown Prior Lake on Main Street

Every Friday evening between 5:00pm and 9:00pm

Directions: Main street is located one block west of the intersection of highway 13 and County Road 21, also known as 185th street. Open to all classic, special interest, street rods, customs, any vehicles that are at least 20 years old or older.

2007 Historic Hastings Saturday Night Cruise-In

Downtown Hastings on Second Street

June 2nd and every other Saturday through September. 5:00pm through 10:00pm

Saturday Night Cruise-ins are open to all cars 1976 and older. We have many special events planned throughout the summer. There will be sponsor giveaways, special nightly vendors and more. Food will be available both on the street and in local restaurants. There will be great looking event t-shirts for sale. There will be weekly prize giveaways, Car Club of the Night, Music, Cable TV interviews, etc.

Northstar LCOC All Lincoln Show at Whitaker L/M

We should be assured of nice weather when we return to Whitaker L/M for our (would you believe) 8th annual all Lincoln show on **Saturday, July 21st**. Bring your Lincoln and meet us there at 10:00AM and join us for a full day of visiting, serious tire kicking, and a cookout hosted by Chuck Whitaker. There will be dash plaques and door prizes for those attending and peoples choice awards for the most favored cars in attendance. This is a close-by show, in Inver Grove Heights, which makes it very easy to attend. All Lincolns are welcome, so tell your friends who may have an old one hidden behind a older Plymouth or Chevrolet that they are invited too.

Northstar LCOC and CCCA Brunch at Lafayette Club

Circle Sunday August 19th on your calendar. 11:30AM is the time. We will meet at the Lafayette Club in Wayzata and sample the famous wares the Lafayette offers. Joining us will be our friends from the CCCA. After brunch, Todd Warner will be hosting rides aboard a very unique 55 ft, 1937 mahogany commuter yacht, designed by John Hacker. Tickets for this exclusive event are \$35 per person, and must be purchased in advance. Reservation deadline is August 6th, no exceptions. Please mail your check to Bob Gavrilescu, 1520 Chelsea Street, St. Paul, MN 55108. Complete details in special July Mailing.