

My Pride and Joy....

One of our newer members, Chuck Chaplinski, is very passionate about his vehicles. He likes Ford trucks and has recently completed a breathtaking restoration on his 1956 Mark II, which we will see along with his favorite "Lincoln hauler", a highly modified Ford diesel "6X6", at the Mid-America in Duluth at the end of the month. The story about one of his "Pride and Joys" was originally printed in Diesel Power magazine and is now reprinted in the Northstar News for your interest and enjoyment.

'83, '90, '91, '96, '99, '03, and an '05- all of them black,) but he's also outfitted every single one of them with an extra set of rear wheels. Now, these aren't simply freewheeling supports for the cargo bed, like on a semi trailer, they're driving wheels. He's reused the exact same system that he custom-fabricated on his first Ford and simply transferred it over and over again to each new truck he acquires.

What motivates a guy to go to so much trouble? Because he can.



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.

For some guys, too much is just right. Most of us do just fine with a pair of differentials and four wheels on our 4x4 pickups. After all, why spend any extra money on tires if you don't have to? But, then there are those types who can't leave well enough alone. Take Chuck Chaplinski. Not only has Chuck owned a whole slew of diesel Fords (an

You see, Chuck is in the concrete business and builds gravel-handling equipment for a living, so modifying a big diesel pickup is mere child's play by comparison. We can just imagine him standing back and looking at one of his heavy-duty conveyor-belt tracks and thinking, Hey, a couple of those wheels

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Board Of Directors - 2007-2008

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

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

My Pride and Joy Continued...

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would sure look good on my truck.

Then, there's simply the desire to own something different. Explaining how he got involved in this odd hobby of converting Ford 4x4s into 6x6s, he says that he "wasn't able to buy something unique, a vehicle that (he) wouldn't see coming down the opposite side of the road...and I know how to make things work."

So, Chuck decided to get busy building a truck that he'd never encounter on the road or anywhere else for that matter. The more you get into the details of this six-wheeled monster, the scarier it gets.

Chuck admits that the first tandem drive he built was a bear to get working right, partly because of the 32,000pound load he tows-a Teton fifth wheel trailer with triple slide-outs, one of which was modified with an extra door so he can keep his

Harley in the living room (if you're getting the feeling that he has too much time on his hands, so did we).

"The power divider hasn't always worked so smoothly. When I started developing the box and drive system back in 1983, it took a bit of trial and error. I had to find the proper temper on the gears and output shafts, and the original roller bearings weren't strong enough." He says.

Chuck chose Timken tapered bearings that can be tightened up to take out any slop in the driveline, along with shims and spacers that allow some adjustability and fine-tuning.

He also discovered another component that wasn't up to the demands of this extreme application: "The Spicer yokes started to eat into the shafts after 10,000 to 15,000 miles, so I went to a tempered material".

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Trivia from the

A little bit about Duluth



The modern history of Duluth all started when Daniel Greysolon Sieur duLhut and his band of explorers, on their way from Montreal, Canada, beached their canoe on the sand at "Little Portage," Minnesota Point, on June 27, 1669. Sieur duLhut was sent by King Louis XIV of France to establish fur trading with the Indians. For the next 200 years, only missionaries and fur traders crossed the point. In 1852 George Stuntz, a deputy U.S. surveyor, came across from Superior and built a dock and trading post on the end of Minnesota Point.

It was after the treaty of 1854, when it was no longer necessary to get a government license to trade with the Indians, that the people started migrating across the point to the Minnesota side.

These settlers decided that if they were going to have a city they must have a railroad

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Editors Message

June 2008

It is the last weekend in May, and we are struggling a bit to get the newsletter finished and into the mail in the next few days. It seems as though every month we have a flurry of last minute activity swirling around the house as we try to put the pieces together to create a document of some interest to our membership.

I have one eye on the television as I am writing this. It is being reported that a tornado has visited its wrath on the Northern suburban city of Hugo and has inflicted widespread damage to homes residing in its path. Live aerial video from news crews in helicopters are showing terrible damage to dozens and dozens of homes along the path of the storm. We can have some very fine spring and early summer weather this time of year, and we can also have some very severe thunder storms and tornados which can have devastating results.

We had a fairly good turn out for our ninth annual Lincoln show at Whitakers. The weather also worked against us this year. A little rain early in the morning finally stopped as I was getting the 1951 Cosmopolitan ready to leave. We had a few good hours at Whitakers before the rain returned later that afternoon.

Faithie was on hand and in good form, greeting those who came by to say hello.



Faithie is checking out a small Royal Gem Crab Apple, just her size. She wants to know what we are going to do with Crab Apples.

Most of us still had a good time and we look forward to returning next year, perhaps to nicer weather.

Please don't forget that the Northstar Region is hosting the Mid-America National Lincoln meet in Duluth at the end of June... That's this June. There is still some time to get your Lincoln registered for the meet. You will have to hurry though, to make the June 11th registration cut off date. Please call Bob Johnson at 651-257-1715 and he will help you complete the process. There are a few rooms left at the Inn at Canal Park up in Duluth, and you could combine the

Duluth Meet with a nice vacation and sort of kill two stones with one bird. Plan on attending, your friends will be waiting for you.

Look for a relative small Northstar News for July. With all of the meet related planning and implementation, it will be very hard for us to edit and publish a very large newsletter for July. There will be a much bigger one for August, which will feature a lot of coverage of the activities up in Duluth.

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

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and a harbor. They arranged to have the Lake Superior and Mississippi Railroad terminate in Duluth instead of Superior and built a railroad terminus and harbor facilities. To protect the lakeshore harbor activities, they added a breakwater, extending into the lake from the mainland at Duluth's Fifth Avenue East.

When severe storms during the winter of 1869 damaged the breakwater and harbor facilities, the city's early developers concluded that a canal through the point was imperative. Digging of the canal (a 30-foot-wide ditch) was started in the summer of 1870 and completed in the spring of 1871.

From this meager beginning the canal was soon widened to 250 feet, with sides protected by timber cribs. C.A.P. Turner, city engineer, was in charge of this work. Lake transportation could now proceed through the canal and serve the area with harbor facilities in the St. Louis Bay area.

The cutting through of the canal made the

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Directors Message by Bob Johnson

June 2008



When you receive this newsletter, about 26 days will remain before the start of "Destination Duluth", Mid America National Meet, and little over one week will remain to register for our Mid America Meet in Duluth.

Have you put June 25th to 29th, with Saturday, June 28th the big car show day down on your calendar to reserve this time for our Meet in Duluth? Your registration must be received by Roger Wothe, by Wednesday, June 11th. All of a sudden the time is getting short, after two years of planning for this grand event, it is almost here.

Our goal for this great meet is over 100 cars and 200 people, please take the time to finish your paper work and send your registration in. Our hotel is over 70% full, call before June 3rd to reserve your room, and get our ***North Star LCOC special room rate***. If you do not yet have a Meet Registration Packet, You can download the complete Registration Packet from our web site

www.northstarlcoc.org; the national website www.lcoc.org; or contact Roger Wothe, 133 Grove Lane, Wayzata, MN 55391 or email, rwothe@mchsi.com. We are planning for 120 cars and 250 people to attend. This will be a fun event, a chance to see many beautiful Lincolns and renew old friendships. If you have any questions please call me at

651-257-1715.

Remember, we can use your help so if you would like to give us a hand with the meet, just give me a call and let me know what you would be interested in doing. We can always use all help we can get. If your schedule is a major constraint you can drive up just for the Saturday and visit this great Lincoln car show, Duluth is 2 hours north of Minneapolis and St Paul, come up and enjoy the beautiful Lincolns on display

Our 9th Annual Classic Lincoln Car Show at Whitaker Lincoln Mercury in Inver Grove Heights, on Saturday May 10th was a success despite forecasted rain all week for our car show day. We had 21 cars, and five members without cars. With the weather cool and rain forecasted it was a great turnout. More about car show is elsewhere in newsletter.

Our July activity will be a summer picnic at the Lakefront Park in Prior Lake, Sunday July 20th, 11:30 AM; about two blocks North of the downtown on Main Ave SE, then on KOP Parkway. We are changing from a pot luck picnic to a Chinese buffet catered by Fong's Chinese Cuisine, (3 entrees and 2 appetizers). The cost per person will be \$15.00, pay at picnic. We decided that we need a rest, no cooking, after putting on the Mid America Meet in Duluth. Please RSVP to Bob Johnson, 651-257-1715 or email arbor-bob41@aol.com by Thursday, July 17th.

As always, keep the journey continuing in our marvelous Lincolns, and let's see you all journey to Duluth this June.

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south portion of Minnesota Point an island, but the six miles of the point thus severed from the mainland continued to be a place of residence for a small population which traveled across the canal in the open season in rowboats and in winter on the ice, or, for a number of years, on an improvised suspension bridge, which required more than ordinary courage to cross.

The city of Duluth, ever since cutting the canal, had looked with regret at the large amount of dock frontage on the bay side of the point that could not be used because of poor access. For years efforts had been made to devise practical means of transportation across the canal to provide for business development of the property on the Point and for the convenience of its residents and the rapidly increasing number of Duluthians who were using its beautiful wooded grounds for camping and picnicking.

The problem of how to link Minnesota Point with the mainland without adversely affecting navigation nearly caused the governing heads of Duluth

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My Pride and Joy Continued...

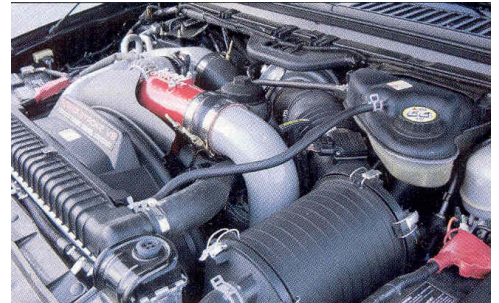
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Chuck's ingenuity came in handy when he found that there was a lubricating problem in the idler gear between the top and bottom of the power divider. He drilled three holes into the center of each gear, in between the teeth. This creates a vacuum when they spin, so they act like an oil pump.



For additional heat dissipation, Chuck hooked up a belt-driven pump to the driveshaft between the power divider and front differential. This allows him to circulate fluid from the front differential to a separate oil cooler, dropping its operating temp more than 130 degrees Fahrenheit.

The biggest problem Chuck encountered was that when Ford went from 16 to 17 inch wheels (in the '04 to '05 model-years), he found that Ford changed to a larger pilot hole on the rims. Thus, he had to make aluminum spacers to fit the wheels to the hubs and drill a new set of bolt holes, as well. Normally, he doesn't put on hubcaps, but he used the factory bolt holes to secure them and cover up the extra bolt pattern.



That wasn't good enough for Chuck, though-are you sensing a theme here? Forget about spinners-anybody can buy those off the shelf. Instead, he wanted his Blue Oval hubcaps to stay horizontal while he's rolling down the road so after cutting out a set of hubcaps from a Ford Expedition, he added three ounce weights and bearings, mounted with a stainless steel shaft and the arm from the original hubcap.

So, where does he go from here? "I've always wanted to do a tilting front end like on those big rigs," he says with a smile. And you know what? He probably has a formula for that, too.

Editor's note: We can hardly wait to see this very unique Ford Super Duty 350 up in Duluth. It will be easy to find, it will be parked next to a black Mark II and there will be a big crowd around both of them. Chuck Chaplinski also will be easy to spot, he is the guy with a 1,000 watt smile.

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to become prematurely gray. Scheme after scheme was devised. Swing bridges, draw bridges and roller bridges were all proposed and thoroughly discussed, but always there was an insuperable objection — the possible interference with the harbor's growing shipping business. The government steadily refused to countenance any proposal that would interfere with navigation.

The first attempt to provide a permanent crossing was in 1890, when the services of A.P. Bolter were secured to prepare plans for a bridge. His report recommended a draw bridge with a pivot pier on the south side of the canal and with a clear span of 200 feet between fenders, the clearance above water being 20 feet. The estimated cost was \$400,000. These plans were approved by the city but were abandoned due to strenuous opposition by steamship companies.

The next scheme was for a tunnel, and plans were prepared for the city by William Sooy Smith, with different capacities and estimated costs from \$880,000 to \$1.3 million, figures so large that the city could not undertake the work. Meanwhile, agitation continued for some form of bridge.

In November 1891, a prize

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Ninth Annual Whitaker Car Show



Our 9th Annual Classic Lincoln Car Show at Whitaker Lincoln Mercury in Inver Grove Heights, on Saturday May 10th was a success, we had 21 cars, and five members without cars.

Rain had been in the forecast all week for Saturday, even with the weather cool and the threat of rain, it was a great turnout. Despite the cool weather, 21 beautiful Lincolns enjoyed the day. It was great to see so many classic or soon to be classic Lincolns in one place. It looked like everyone had fun and many friendships were renewed and new friendships were made, these friendships are what the car club is about. Several North Star Region members attended with out their cars

because of forecasted rain or car troubles, Harvey and Faye Oberg, Ed Severson, Frank Warner, Bob Roth, and Lowell Brekke. Rob Roth backed his Mark V out of the garage and went in his house and



when he came out he had anti freeze all over the drive way, a radiator hose failed, that location was sure a lot better than being stranded on the freeway. Bob Roth and Dick Serwat did mechanical judging for all that wanted to do it, thank you Bob and Dick.



We were fortunate to have the rain wait until 1:00 PM, and we presented our awards and door prizes inside Whitaker's service waiting area.

Our Peoples Choice Award for Best of

Whitaker Ninth Annual Car Show Continued....

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of \$1,000 was offered for the best design of a draw bridge. Twenty plans were submitted, among others a lift bridge that was considered favorably the city, but on submitting the matter to the Board of U.S. Engineers, approval was refused for any type of bridge submitted in this competition.

In 1898 a free rowboat ferry service was replaced by a steam tug ferry costing the city \$9,000 per year for operation. The cost of this service and its unsatisfactory nature kept alive the desire and agitation for something better.

In the meantime, difficulties were increased by the fact that the government condemned property on both sides of the canal and widened the canal at Lake Avenue to 350 feet, with concrete walls on each side, making necessary a span of nearly 400 feet for any form of bridge erected at this location.

In 1889 Thomas F. McGilvray, the city engineer, suggested and prepared sketches of a structure resembling the Anodin Bridge at Rouen, France. The drawings aroused considerable interest. At the suggestion of C.A.P. Turner that a girder construction of span in place of a suspension bridge and a stiff traveler in place of cable suspenders

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Show went to a Black 1947 Lincoln Continental Cabriolet, Bob Gavrilesco, St Paul. Our 2nd place award went to a Black 1939 Lincoln Zephyr two door Sedan, Karl and Sharon Flick, Apple Valley. Our 3rd place award went to a Triple White 1994 Lincoln Town Car, Paul

and Deb Andahl, Bismark, North Dakota, they also won our Long Distance Award, 450 miles one way. Our weather was better than in Bismark, Paul said Bismark had a one inch snow after they left Friday.

Our top door prizes a Black Lincoln flag was won by Paul and Deb Andahl and a Lincoln wall clock was won by Dick Serwat.

Our thanks to Chuck Whitaker for a serving up a great lunch, some neat door prizes and for once again hosting this event at his dealership for the 9th time. Chuck did a terrific job of helping us to enjoy the day. He feels badly though, that Ray Nelson forgot his check book at home, as he was hoping to sell him another car or truck again this year.



Faithie, the Samoyed, made an appearance, courtesy of Marion and David Gustafson. She arrived as usual in the white MKX, her favorite mode of travel. She did enjoy meeting those who came by to call, but left early, as she doesn't like to get wet. Faithie slept most of the evening in her favorite chair, dog tired from this fun filled day.



We want to thank everyone who attended the Northstar all Lincoln show. Your efforts are greatly appreciated by others as this is good way to get many different models of all ages together, in one place at one time, for the collective enjoyment of all. Don't forget the August 9th show over at Frank Warners, in Centuria, and our fall show at Luther North Country Lincoln in Coon Rapids. Two great opportunities to get those Lincolns out and meet other club members.

May 2008 Board Meeting

May 1, 2008

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for the car would be sturdier and cheaper, McGilvray drew up additional sketches.

The idea found ready acceptance. Special legislation was secured, and assurances to overcome other obstacles were obtained, so that in February 1901, only one bid — that of the American Bridge Co. — was received on the general plans, prepared under the direction of Turner, then engineer of American Bridge's Western Contracting Co.

Under this proposal, the city was to pay \$7,000 per year for 20 years. The city immediately applied to the Secretary of War for a permit to erect the bridge, but it was not granted until Sept. 6, 1901. In the meantime the American Bridge Co. had withdrawn its proposal. A new proposal was then submitted by the Duluth Canal Bridge Co., and a contract was closed with the city.

The structural work was sublet to the American Bridge Co., and 500 tons of steel were delivered at the Minneapolis plant. But in June of 1902, the Duluth Canal Bridge Co. failed to make its first scheduled payment to the American Bridge Co. and the work stopped. The foundations had been put in, but not paid for.

In May of 1903, the city council passed a resolution canceling the contract

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Regional Director Bob Johnson called the meeting to order at Culver's Restaurant at 6:55 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, Bob Roth, Tom Brace and Roger Wothe. Other members present were Faye Oberg, Dick Serwat and Brian Carlson. The minutes of the previous meeting and the agenda of this meeting were approved.

OFFICERS REPORTS

Regional Director Bob Johnson reported that a mechanical judging session will be held at the Ninth Annual All Lincoln Car Show at Whitaker Lincoln-Mercury on Saturday, May 10th, 2008.

Treasurer Harvey Oberg reported the treasury balance to be \$3,919.32 with all bills paid.

Membership and Publications Director Dave Gustafson reported the membership total to be about one hundred forty. Dave is contacting a few members who have not renewed. He will be printing the 2008 Directory soon. Dave continues to look for "My Pride and Joy" articles.

2008 Mid America Meet details:

We have received thirty-four registrations so far which is ahead of the 2002 Mid America Meet at the same number of weeks before the Meet. The host hotel has agreed to provide a single choice children's

meal for the Awards Banquet for \$15.00. Bob has completed a Meet Schedule and Dave plans to have it on the website soon. Roger will enclose the schedule with all registration letters and meet packets.

After a general discussion it was decided to order more North Star Region LCOC license plates.

There being no further business, the meeting was adjourned at 8:10 PM. The next meeting will be on Thursday June 5th at Culver's at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Last Call

Call, email, or write today for your Mid-America LCOC Meet information.

Get your reservations in today. Contact Bob Johnson at 651-257-1715 today.

Spend your vacation time with your friends, lots of nice Lincolns and enjoying a great time in Duluth, Minnesota. Nothing can be finer.

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with the Duluth Canal Bridge Co. and directing the city engineer to advertise for new proposals. Turner, meanwhile, had spent considerable time getting plans in shape to secure propositions on an improved design.

The time for receiving bids was getting short, and the chances of getting any responsible firm to submit a proposition appeared to be more and more remote, when the Modern Steel Structural Co. of Waukesha, Wis., after rejecting the proposition once, reconsidered and agreed to submit a somewhat different form than required by the advertisement. The total cost of the bridge was limited to \$100,000. The proposal was the only one and was accepted by the city council, subject to the contract being upheld in court.

After considerable court proceedings and a test suit carried by the city all the way to the Supreme Court, there was evidence of Modern Steel and the city pre-arranging the terms. Accordingly, new bids were called for in January 1904, and only one bid, accompanied by the requisite check, was received from Modern Steel. This was accepted by the city, and work was promptly under way. Before the winter of 1905 the bridge was operating.

In the following few years, all of the mechanical diffi-

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Continuing Cruises

Friday - North St. Paul Car Show 2008 This is a Free Car Show boasting over 1,000 cars every Friday from June 6th - August 14th, 2008 weather permitting. Cars are 1975 and earlier. Our show offers food, crafts and many other types of vendors. This is a family friendly event great for all ages and as always, friendly pets are welcome when on a leash.

Fridays Prior Lakes' "Roll-In" - 2008 You are cordially invited to attend Prior Lake's "Roll-In" Classic Car Spectacular every Friday evening between 5:00 and 9:00 pm. Downtown Prior Lake on Main Street, one block West of the intersection of Highway 13 and County Road 21 (also called 185th Street).

Saturday Night Anoka River Run 2008 Hundreds of cars and thousands of spectators are expected every Saturday night during the 6th annual Saturday Night River Run in Anoka, Minnesota. This year's event will be bigger and better than ever with themed nights; free entertainment; kids activities; character appearances; educational exhibits; and a full menu of food and refreshments. Start your engines on Saturday, May 17th and join us each and every Saturday except July 12th from 5:00 p.m. to dusk through September 13.

Saturday, Historic Hastings Saturday Night Cruise-In - 2008 Cars 1976 and Older are Welcome! 5 - 10 p.m. on 2nd St. Between Spring St. & Tyler St. Join us every other Saturday, May 31 - October 4, 2008. Please avoid using the Highway 61 Bridge!

Saturdays - Downtown St. Paul - 2008 Sponsored by the Downtown Beat Classics, Open to 1975 and older cars. 5 - 10pm on Kellog. On the following Saturday evenings: May 24, June 7, June 21, July 19, Aug 2 and Aug 16. .

Select Saturday Night Cruises - Downtown Cannon Falls - 2008 June 7, July 19, Aug. 16. 5 - 10 pm. Downtown Cannon Falls. Music - Food - Business Donations of Food Shelf Item requested For more info call: John, 507-263-4715.

4th Thursday Cruise Night - Lakeville - 2008 April 24, May 22, June 26, Jul 24, Aug 28, Sept. 25. 6 - 9pm at Culver's Resturant, 17800 Kenwood Trail in Lakeville. On the above dates, Culvers will give 1 meal coupon to each of the first 25 cars '79 and older between the hours of 6:00 PM and 9:00 PM.

2nd Thursday Cruise Night - Forest lake - 2008 2nd Thursdays, 5:30 - 8:00pm. Culver's Resturant on Broadway. Discounts - Drawings - Dash Plaques.

Tuesday Night Cruise Night, Culver's in Savage - 2008 Cruise to Culver's the 3rd Tuesday of each month, May - Sept. 4725 Hwy 13 North

Monday Cruise to Culvers of Eagan - 2008 6-9 PM Every Monday evening until the snow flies. Come by visit, hang out. Only spot in Eagan for car crazy people.

The New Lincoln MKS

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culties were ironed out to Mr. Turner's satisfaction, and the expense of maintenance was materially reduced. The cost of the steam ferry boat service averaged \$11,000 per year. The estimated cost of the ferry bridge was \$8,000, including operation, maintenance and interest on the bonds. A sinking fund of \$3,000 could thus be created which would in time pay for the bridge.

The bridge became the present "Aerial Lift Bridge" in 1929. Modifications included raising the two vertical steel towers and the horizontal truss to a height of 172 feet to allow better clearance for ships. The counterweighted elevating roadway replaced the traveling carriage, and the bridge has served virtually without design change to this day.

The bridge was painted silver in 1970 and flood-lighted in 1987-88 by the Rotary Club of Duluth. During the winter of 2000-01 the City of Duluth gave the icon a \$5.1 million overhaul, refurbishing all of the bridge's lifting apparatus. The Duluth Aerial Lift Bridge is the landmark for the Head of the Lakes. It salutes every ship entering and leaving the harbor, and is, without a doubt, Duluth's best known and most popular tourist attraction.

From the Internet...

Ford's desperate attempt to create a must-have product for its snoozing Lincoln brand has yielded little in recent years, save the decent yet decidedly maternal MKX crossover. But pizzazz appears to be in the pipeline for Lincoln, given what we're seeing in the most recent images of its new flagship, the MKS sedan.

The MKS concept was unwrapped at the 2006 North American International Auto Show in Detroit, with promises it would go into production in the first half of 2008.

The production vehicle is very close the original MKS concept, however, including its curvy contours, rising beltline, and arched roof. The design gets a little thick-waisted around the rear doors, which also feature the same dogleg quarter-glass shape as so many other cars in the segment—yes, the ubiquitous "Hoffmeister kink" credited to BMW's famous designer will be making yet another brazen appearance on Lincoln's latest. From behind, we can see the expansive sunroof on top and the dual tailpipes below.

Craftsmanship Is Evident in the Interior

The conservative MKS interiors won't have Lincoln's faithful reaching for Maalox, yet they exhibit much more attention to style and craftsmanship than the interior of any Lincoln in decades. Stitched dash panels, stylish instruments, and a few hectares of gleaming chrome trim all say "upscale" to potential buyers (or "aneurysm" to anyone tasked with cleaning it all).

Beneath all that jazz is the same architecture that underpins the 2007 Volvo S80. Like the Volvo, the MKS concept featured the 4.4-liter V-8 mounted transversely in the engine bay, but Ford officials insist there won't be a V-8 (that includes the compact Yamaha V-8 in the S80) in a Ford or Lincoln sedan. Rather, the power train strategy is to put the new Duratec 3.5-liter V-6 under Ford hoods but enlarge it to 3.7 liters for the more upscale Lincoln brand, with the larger engine producing about 270 horsepower and 262 pound-feet of torque. The flagship MKS is a candidate for Duratec's TwinForce derivative—a twin-turbocharged, direct-injection variation of the 3.5 V-6 designed to offer V-8 power and V-6 fuel economy. The TwinForce V-6, shown in the MKR concept at this year's Detroit show in January, delivered 415 horsepower and 400 pound-feet of torque when using an E85 ethanol blend.

Although the MKS's expected price of \$40,000 to \$50,000 places it right on top of the venerable Town Car, there is, obviously, little chance of cannibalization, and the MKS should easily take over flagship duties.

Production began on the MKS in early May. It is anticipated that the new MKS will begin appearing in dealers showrooms in early June. We urge all our members to stop by a Lincoln dealer near you and look at one of these fine automobiles. See and experience the future of Lincoln today.

For Sale....



1953 Capri, brand new 1953 Lincoln Capri 50th Anniversary car with 133 miles since ground-up 2 year restoration, the car was rust-free & solid from AZ, it hadn't been licensed since 1964, powder coated frame, gas tank, inner fenders, etc, stainless steel gas and brake lines, new glass except rear window, new rubber gaskets, original color, basecoat, clear coat, 5 new Diamond Back tires, hubcaps restored, engine is overhauled 317 ohv 5-barrel 205 hp, 6-volt with power windows, seat, steering, brakes and antenna, AM-FM stereo, the car is beautiful, Offers in the \$40,000 range would be appreciated. Rodney White 507-438-3753, MN; or email: rdwhite@smig.net

Wanted

1956 or 1957 Mark II in number two condition.

Prefer an Air Conditioned car.

Silver with Red Interior, with White or Maroon a second choice. Mileage to 70,000 acceptable.

Will pay fair market price or better depending on condition and documented history.

Call John W. McDowall 320-251-8640
email: johnmc@mcdowallco.com

I need a New Home....

Regretfully parting with an old friend. I am a 1964 Continental Sedan, with 78K miles, with the mild rumble of a car that sounds brand, spankin' new.



I come with a black cloth interior and come with the original owner's manual, dealers key fob and a service manual. I started right up this spring after the long winter without a booster battery or starting fluid. My owner has always stored me inside out of the weather and has always done his best to keep me looking good. I can be adopted today for \$6,000, but maybe a little less to a good member of the LCOC who will promise to take good care of me.

Please call my dad today, Daniel Vandenberg at 651-222-0651, night or day. Please take me home.

For Sale - 1974 Continental Two Door



Just what you have been waiting for. 73,000 miles from new, tan interior, white top, gold lower. 460 Engine, new wiring, looks and shows like new. Pampered all it's life, stored indoors. \$7,000/open to reasonable offers from Lincoln club members. Call Bob Buko at 651-454-0100 - Cell 612-867-9518

Great Automotive Buys...

For Sale

1979 Mark V Cartier Edition

Light Champagne, Matching Interior
Equipped with 400 CID engine and all the
usual equipment found on a Mark V.
Low Mileage - 38,300 Miles
Good Looking, Inside and Out
\$10,500/Best Offer
Call Ray at 612-722-9966

WANTED

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

Nice seats for 1979 Lincoln Town Car. '75-
'79 should work. Prefer tan color since the
car is painted a gold tone.

For Sale: 1988 Beige Town Car, leather interior,
109K, \$1900. 320-587-4415
(Hutchinson)

Call Francis Kalvoda, Willmar 320-235-5777

For Sale

1988 Town Car, with 45,000 miles. Has new tires
and battery, and looks like new. Gray with gray soft
half-top, rectangular opera windows and side lights.

Call Don Peterson at 507-454-3010, 507-429-0476
or 507-454-5231, Winona, MN Fairly priced.
Email: donp@mwsco.com.

For Sale:

4 – 1993 MK VIII wheels, painted, rare.
Very good condition \$120.00

4 – 1993 MK VIII wheels, chrome, poor condition
\$80.00

Call Bob Gavrilescu at 651-488-3878

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.

NORTHSTAR 2008 Mid-America Meet

June 25th - June 28th

Duluth, Minnesota

Registration Forms and other meet
information is now available.

Contact Roger Wothe, Meet Registrar
133 Grove Lane, Wayzata, MN 55391-1618
email: rwothe@mchsi.com

For Sale

1947 Continental Coupe
All Original V-12 Good Looking and Good Running
Same owner for 35 years. Always stored in a warm,
heated garage.

Call 507-567-2256 after 6 PM

FOR SALE

1967 CONTINENTAL CONVERTIBLE
Dark Green, very nice condition inside and out.
In good condition mechanically

Priced right to sell now
\$10,000

Please call Richard Serwat 651-554-0716

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

Last Chance

Get your reservations in now for the Northstar LCOC Mid-America Meet In Duluth, June 25th through June 29th.

Registration must be completed NO LATER than June 11th.

Contact Bob Johnson, 651-257-1715 if you need any help in completing your Registration.

Wanted

1940 - 1941 Lincoln
Continental and Zephyr Parts
Anything Considered
Call Harvey 651-739-9754

DESTINATION DULUTH

T-Shirts are now available, advertising the 2008 Mid-America Lincoln Meet in Duluth next June.

Northstar Club Jackets are also available. Perfect for the cooler summer evenings ahead.

Call Bob Johnson to get yours today.
651-275-1715

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

For Sale

46-48 Lincoln V12 Transmission with overdrive 26 tooth cluster, in very good condition \$650 exchange.

2 front fenders for 46-48 Lincoln Right and Left

56 Lincoln fender skirts good condition

56 Lincoln hood ornament

Call Ted Anderson at 763-561-8143

150 - LINCOLNS - 150

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

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

Just Arrived! New windshields that fit
1961 through 1963 Continentals.
"64-65" windshields available now.

Please call Gordy Jensen at 952-851-2721

STORAGE AVAILABLE

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact Connie

952-835-4148

Preview of Coming Events

The following include scheduled club events

- June North Star Region, Mid America National Meet, "Destination Duluth"
Wednesday June 25th to Sunday, June 29th
- July Prior Lake, Summer Buffet picnic, **Sunday, July 20th**, 11:30 AM.
- August 6th Annual Out State All Lincoln Car Show, Saturday, **August 9th**, Frank Warner's, Centuria Wisconsin. Eastern National Meet, Columbus, Ohio, **August 14-17th**
- September Annual Region Picnic, **Sunday, September 21st**.
- October Fall North Star Region Car Show, Lincoln Car Show, Luther North Country, Ford, Lincoln Mercury, Coon Rapids, **Saturday, October 4th**, 10:00 AM to 3:00 PM
- November Year End Brunch, Al Bakers, Eagan MN, **Sunday, November 16th**, 11:30AM

Willmar Car Club 2008 Car Buffs' Breakfasts

ALL AREA CAR ENTHUSIASTS ARE WELCOME TO JOIN US

9 a.m. breakfasts on the first Saturday of each month, May - November. Door prizes and announcements follow the breakfasts. Often, there are after breakfast tours or activities. PLEASE JOIN US! For more information call Francis (320) 235-5777 or view www.willmarcarclub.com.

JUNE 7, Buffalo Lake, Straw Hat Grill, 104 Main Street . Visit local car collection.

JULY 5, Spicer, American Legion Post 545, 155 Lake Ave.

AUGUST 2, Lake Lillian, City Center, 511 Lakeview St. South

Car Show: 11-3:30; Fun Days Parade: 4 pm; Dinner follows.

8:00 a.m. SEPTEMBER 6, Willmar, Rick's Royal Steakhouse, 2300 Hwy. 12 E. At 9:30 a.m. the Glacial Ridge Model T Tour will leave the Holiday Inn. We will see the historic cars begin their historic tour.

OCTOBER 4, Litchfield, Peter's on Lake Ripley, 405 West Pleasure Drive - off Hwy. 22 S. (Leaf tour follows)

NOVEMBER 1, Clara City, Full Throttle Supper Club, 142 First Ave. NW

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.