

Arizona Auctions Sell Lincolns

Lincoln's at the 2005 Arizona auctions

By B. Mitchell Carlson

This year, I decided to drive down to Arizona, in lieu of putting up with the not-so-friendly skies of the TSA, NWA, airports, cabs, rental cars, etc... With one of my buddies doing most of the driving (allowing me to work on articles and auction reports for the majority of the trip), my Olds Custom Cruiser ran flawlessly, and we made the trip in essentially two days, both going down and returning. The weather was most cooperative on both legs, and even on the return, it never got below 32 degrees at any time to include pulling into

my driveway. Now that I've scoped out some interesting junkyards en-route, and *if* I could get a little more time off from work (not to mention being able to take 4238 miles as a business expense), this won't be the last time driving down.

Here's a quick rundown on some of the Lincoln's that were at the various Arizona auctions during the last half of January. Overall, I'd say that there were no more or no less Lincoln's than in previous years, but that generally the quality of them was quite good, with almost all of them being a number 2 or 3+ condition. Here is a general over-

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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.



Morrie Wilf's 1948 Continental at Barrett - Jackson

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Board Of Directors - 2003-2004

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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

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

Arizona Auctions continued

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view of some of the cars, with a few notes on ones that caught my attention.

I also made an appearance at more of the auctions than in years past. Indeed, the only sale that I didn't attend was the Kruse circus way out at Phoenix International Raceway, so there won't be any cars listed here from that sale. The Silver auction was occurring at the same time out at the Ft. McDowell Casino. Once again, they put on a quality event, with 446 of 238 lots sold, at a 53% sales rate. Next year, they won't be under a tent, as this year's sale was somewhat displaced to make room for the new hotel and convention center that will be part of the casino complex. For the first time, I was out at the Russo & Steele auction site taking photos for Old Cars Weekly, so I got a glimpse at their "unique" manner of selling. I also got to attend the pre-auction preview & gala at the Bilt-

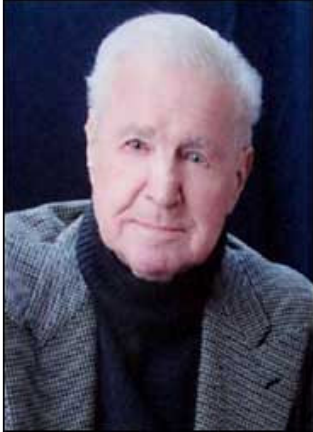
more for the RM auction. It's a little rich for my palette, but they do put on a quality event.

Speaking of rich palettes, we also have Barrett-Jackson, this year bringing the term "Stupid Money" to stratospheric new levels. Unseasonably wet weather and a packed to the fences facility at West World, has Craig Jackson shopping around for a new venue for next year. In MY somewhat biased opinion, if he moves out of the Scottsdale area, as the local rumor mill has it that he's looking at the new stadium out in Glendale, it will be his downfall. He has turned it into a "lifestyle event" rather than a car auction, and to move the sale out in the boondocks, will put him on par with Kruse and Wal-Mart, in that quantity will rule the day instead of quality. I say lock it down to 900 cars over the current 5 days, as the pile of applications for consignors is large enough to be able to cull out the highest quality cars (this year every car

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Trivia from the Internet.

Samuel W. Alderson, a physicist and engineer who was a pioneer in developing the long-suffering, curiously beautiful human surrogates known as automotive crash-test



Samuel W. Alderson produced the first automotive crash-test dummy, the V.I.P., in 1968.

dummies, died February 11, at his home in Los Angeles. He was 90.

The dummy that is the current industry standard for frontal crash testing in the United States is a lineal descendant of one Mr. Alderson began manufacturing for the aerospace industry in the early 1950's. It is used today by automakers and government agencies to test safety features like seat belts. Seat belts, air bags and other safety fea-

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Editors Message

Our February event, the potluck dinner and auction with the Upper Midwest Region of the Classic Car Club was held this past weekend (February 26th) over at Dick Pellow's garage in St. Paul. Not your typical garage, the floors where Dick's collection resides are absolutely spotless. There is also a great deal of automobile related posters, signs and other items of interest which most of us spent a great deal of time viewing. The collection is interesting in that it covers many decades and many models. Catching my eye was a nice 1948 Cadillac Fleetwood 75 model and a late 20's Lincoln. Downstairs reveals a large shop area, where most any kind of restoration project could be conducted with ease.

The turn out was good, some 60-65 folks in attendance from both clubs. There was plenty of very good food and even better company. A number of folks were seen going back for seconds and there was a good choice of deserts to select from to add the finishing touch to a good meal.

The auction brought some spirited bidding on a few things. Ray Kroll worked hard to bring out the most from the bidders and was ably assisted once again by Web Peterson. Toward the end, Ed Myhre took over from Ray and helped wind up the evening getting the last few dollars from those in attendance.

Once again, I would like to thank the CCCA for sponsoring this fun evening and Dick Pellow for letting us use his splendid facilities for the night. Great people make for great times.

Earlier this past week, I received an email from Morpace International who is conducting a survey on behalf of Ford Motor Company. I was asked to share my opinions and experiences regarding features in our Town Car. I would suspect that many other owners of recent model Town Cars have also been contacted by either email or by other means and will be asked participate in this market research exercise.

The questions were quite interesting, and would lead one to believe that there are some great things in store for Lincoln in the next

few years. Rumors abound about what the next model Town Car will look like and feature. Market research will be responsible for some of the changes. Models will not be built unless they can be profitably manufactured and sold. Just because we would like our cars with certain features, unless people step up to the plate and purchase them, our desires will not be realized.

There were questions regarding interior styling and features and power and performance. Should heated and cooled seats be offered for both front and back passengers. How important is it to have seating for three passengers in the front seat? How about three passengers in the rear? Should the rear seats recline? Are on board navigation systems important in making a decision to purchase? Would I rather purchase a V6 powered Town Car or a V8 powered TC that makes over 300 horsepower? (that was an easy answer for me) Would I purchase a TC with all wheel drive? Again, the answer is yes. Would I be willing to pay up to \$2,000 for this feature. I probably would, as AWD is the thing to have in winter and rainy weather.

From the survey and what is currently available from the rumor mills, I am guessing that the future Town Car may be built off the Five Hundred platform (which is made by Volvo) and equipped with the 4.4 liter V8, also being installed in the Volvo XC90. That might make for a great driving package. Time, market research and the Ford Company bean counters will ultimately decide what will show up in the Lincoln show rooms in the next few years. It will then be up to you out there to keep the brand alive by buying new ones. No matter how good a car it is, if it doesn't sell, heaven forbid, it could go the way of our father's Oldsmobile.

Our next event will be held at the Radisson in Plymouth. Please see the back page for more details and be sure to RSVP Bob Johnson at 651-257-1715 if you plan on attending.

Till next month.. Traveling well, David, Marion and "Faithie"..

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tures are estimated to have saved nearly 329,000 lives since 1960, according to a study released last month by the National Highway Traffic Safety Administration.

"You have to consider that a test dummy basically motivates all restraint design, whether belts or air bags," Rolf Eppinger, chief of the National Transportation Bio-mechanics Research Center at the safety



These long-suffering human surrogates are lineal descendants of crash-test dummies Samuel W. Alderson began manufacturing in the early 1950's.

administration, said in a telephone interview.

Formally known as an A.T.D., for anthropomorphic test device, the crash-test dummy, with its graceful form and inscrutable face, has

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Monthly Director's Meeting, February 10, 2005

Regional Director Bob Johnson called the meeting to order at 7:05 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Dave Gustafson, Harvey Oberg, Bob Gavrilesco, Tim Purvis and Roger Wothe. Other members present were Gaye Purvis, Faye Oberg, Tim Behr, Marion Gustafson and Faithie, the dog. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported on the LCOC Winter Board Meeting on January 29, 2005 in San Diego CA. Issues and concerns that have been mentioned by board members in the previous few weeks were discussed. Reports on national meets, publications, directories, finances, membership, projects and many other topics were discussed. The minutes of the meeting will be published in the March/April issue of *Continental Comments*. Bob received approval to contact a guest speaker for one of our brunches. He advises anyone wishing to attend the Mid-America meet in Branson MO in August to sign up early.

Treasurer Harvey Oberg reported the treasury balance to be \$3,540.84 with all bills paid.

Membership and Publications Director Dave Gustafson reported that our membership is about one hundred forty. Dues notifications have been mailed with about a seventy percent response so far. As usual, Dave is still looking for more "My Pride and Joy" articles.

Projects Director Bob Gavrilesco reported that there were no sales the past month. He is waiting for a proposal for region license plates.

Activities: The next activity is a potluck dinner and auction with the Upper Midwest Region of the Classic Car Club at Dick Pellow's garage on Saturday 26 February. Please RSVP to Webster Peterson at 952-922-2334 and let him know the number of people attending and what dish you plan on bringing. There being no further business the meeting

was adjourned at 7:55 PM. The next meeting will be at Whitaker Lincoln-Mercury on 10 March at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Here comes the Lincoln Mark LT

A 4-door, 5-passenger luxury pickup, the 2005 2006 Lincoln Mark LT is available in the 4X2 and the 4X4 trims. Combining the functionality of a full-size pickup truck with the comfort that usually comes with the Lincoln name, the 2005 2006 Lincoln Mark LT has the distinction of the first pickup truck from Lincoln to use the Mark name.

Inside the Mark LT, the tastefully done interiors reflect the rich heritage of the Lincoln brand. Outside, the chrome accents vindicate the vehicle's status by enhancing its appearance. For safety, the 2005 2006 Lincoln Mark LT offers 4-wheel anti-lock brakes, front and second row outboard 3-point seatbelts, pretensioners with force limiters, driver airbag with dual stage deployment, passenger airbag with dual stage deployment side guard door beams etc.

The 2005 2006 Lincoln Mark LT is powered by a 5.4-liter, V8 motor generating 300-hp. The motor is mated to a 4-speed automatic transmission with overdrive. Be the massive grille, optional custom chrome bed rails, or the rich chrome complementing the exterior lines, the 2005 2006 Lincoln Mark LT comes with an array of features and specs that appeal to its customers.

Key standard features on this luxury pickup truck include air conditioning, keyless entry, leather seats, automatic headlights, cruise control, second row 60/40 split bench seat with headrests, steering wheel mounted controls etc.

Look for the Mark LT soon in Lincoln showrooms.

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also become an artifact of contemporary culture.

Samuel W. Alderson was born in Cleveland on Oct. 21, 1914, and reared in California. He graduated from high school at 15 and attended several colleges - Reed; California Institute of Technology the University of California, Berkeley; and Columbia - interrupting his education frequently to help his father run the family sheet metal business. Returning to Berkeley, he began working toward a Ph.D. under the physicists J. Robert Oppenheimer and Ernest O. Lawrence, but he left without completing his dissertation.

During World War II, Mr. Alderson helped develop missile guidance systems that used tiny electric motors. After the war, he worked for I.B.M. in an early effort to develop a prosthetic arm powered by a similar motor. Though the arm was not practical at the time, it was a harbinger of Mr. Alderson's long career in making simulacra. In 1952, he started his own company, Alderson Research Laborato-

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Directors Message For March, 2005

By Bob Johnson

Mary and I have returned from the LCOC's Annual Board of Directors Meeting that was held the last week of January in San Diego. We drove our Mark VII coupe; it drove and rode great, 4500 miles round trip. We averaged 25 MPG and no speeding tickets. Coming home we drove from Flagstaff AZ, to Oklahoma City OK on Tuesday January 31st. The State Patrol in Four states must have been way behind in tickets written for the month, because we saw more police cars in that one day than the ten previous trips out west combined.

The all day LCOC Board of Directors meeting on Saturday, January 29th, 2005, was a cap of three previous days of committee meeting where a lot of "leg Work" was accomplished so the meeting did not last late into the night. The meeting began with a 45 minute discussion of various issues and concerns raised by past President Brad Luse. The discussion was lively and all issues were thoroughly covered one by one and hopefully resolved. The discussion concluded with the agreement to improve communications between leadership, board members and Club members. Club Membership was down 184 members during 2004, but we ended the year \$15,348 in the black or positive. A summary of major membership actions from this meeting is else where in the newsletter. A name change was approved for our Club magazine; it will now be known as *Lincoln and Continental Comments*. This was done to show that the primary focus of the Club is all models of Lincolns from all eras.

Dave Gustafson mailed out our Northstar Region membership renewal invoices for 2005 dues. If you have not yet sent your renewal in, please save Dave the extra work of having to send out reminders

about your renewal being late. **Please send your Northstar Renewal in ASAP**, if you are not going to renew please send back notice with not renewing written on it. Thank you for help.

March will bring a Sunday Brunch at the Plymouth Radisson, on March 13th, 11:30 AM. We were there last year and the food was great and cost is under \$15.00 for Bunch. Hopefully, the weather will be great and we will be able to start getting those Lincolns out and about. Please RSVP to me by Thursday, March 10th, the more people we have the better the room will be.

As always, keep the journey continuing in our marvelous Lincolns

CCCA Pot Luck Pictures



Ray Kroll and Web Peterson



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ries, originally based in New York. Soon afterward, he was awarded a contract to develop an anthropomorphic dummy for testing jet ejection seats. Mr. Alderson's early dummies and those of his competitors were fairly primitive, with no pelvic structure and little spinal articulation.

At the time, automakers were seeking a dummy for their own use. In the 1930's, with traffic fatalities becoming a growing public health concern, manufacturers began to explore the design of safer cars. But the new science of crash testing raised a seemingly intractable problem: to study the effect of a crash on the human body, researchers would have to equip the test car with a live human being. Volunteers were few.

As a result, the first crash-test dummies were cadavers. While useful in collecting basic data, they lacked the durability required for repeated trials. And because no two cadavers were exactly the same size and shape, no two tests were strictly comparable. What automakers needed was an army of identical humanlike figures that could be tested and re-tested, were easy to repair and yielded a broad spectrum of data. By the

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Arizona Auctions.... Continued...

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was no reserve), and fine-tune it as the premier event.

But enough editorializing, here's a quick sale-by-sale look at the cars. Note that all prices are the "hammer" price across the block and do not include premiums or taxes.

Silver:

Lot 20300: 1956 Premier convertible. White, black cloth soft top, red & white vinyl interior. Rather pretty paint. Mostly good replated chrome, but windshield trim fit is somewhat off. New billet door sill trim on both sides. Doors need a healthy slam to shut properly, so some tweaking is needed. Tail light gaskets are falling apart. Filler cracks on the tail light ends of the rear quarter panels. Vinyl instead of leather was used to reupholster the seats, but done with good workmanship. Wiring needs to be tucked up better under the dashboard. Flat undercoating that was applied well. Clean, but not correctly detailed under the hood. This condition 3+ car, SOLD at \$35,000.



1956 Premier Convertible
Condition 3+
Sold at \$35,000

There were only two other Lincolns out there: a lower mileage 1979 Town Car (selling for \$4700), and a rough 1966 Continental sedan (selling for \$3000).

Russo-Steele:

Sorry, no Lincoln's; they do muscle cars & Street Rods only.

RM Auctions:

Not much in the way of Ford's premium brand this year, except for one biggie. That was a 1962 Continental Hess & Eisenhardt conversion limousine, which was part of the White House fleet during the Kennedy and Johnson administration. Condition 2-, SOLD at a "paltry" \$575,000. The other three were minor models, such as a 1932 KB phaeton that sold for \$105,000, a 1940 Continental convertible selling for \$95,000, and a street rodded 1947 Continental convertible which sold for \$33,000.

Barrett-Jackson:

Lot 1280: 1931 Series K, model 270A, 7-passenger 4-door touring sedan. Two-tone gray paint, with a multi-tone gray cloth interior. No chassis serial number tag; licensed and registered with the engine block number. Restored several years ago, and then parked in a museum. Paint is generally good on the body and fenders. Dinged-up enamel-coated trunk rack simply painted over. Dual side mount spare tires with accessory mirrors strapped to the top of them. Cowl lamps, rear jump seats. Very clean chassis with good application of gloss black paint. Rust staring to envelop the exhaust sys-

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1950's, the industry was looking into adapting aerospace dummies. With the passage of the National Traffic and Motor Vehicle Safety Act in 1966, the search for an anatomically faithful dummy intensified.

In 1968, Mr. Alderson produced the first dummy, called the V.I.P., built specifically for automotive testing. With the dimensions of an average adult man, the dummy had a steel rib cage, articulated joints and a flexible neck and lumbar spine. Cavities held instruments for collecting data.

"The things that the test dummies had to do, they had to accelerate and had to have weight distribution like a human," Mr. Alderson's son Jeremy said in an interview. "They had to take impact like a human."

In the early 1970's, researchers at General Motors built a new dummy, Hybrid I, combining parts from Mr. Alderson's dummy with those of a rival, Sierra Engineering. An improved model, Hybrid II, developed in collaboration with the traffic safety administration, quickly followed. Hybrid III, released in 1977, remains the industry stan-

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tem and the outlet pipe. Expertly re-upholstered interior, but steering wheel was painted on the cheap. Engine rebuilt when it came out of the museum less than 100 miles ago, now runs just fine. Condition 2, SOLD at \$61,000. As with almost any CCCA Classic out there, it was a good buy.

Lot 689: 1948 Continental convertible. Navy blue, with a tan Haartz top, and a burgundy leather interior. Consigned by club member Morrie Wilfe and represented by Al Hagen from Yesterday's Auto. Restored in the late 1980s to then-current highest standards. CCCA Senior Emeritus winner as late as 2003. Excellent panel fit. Chrome and paint are still excellent. Some de-lamination is starting on the vent window glass. Some light crazing starting to develop on the left steering wheel spoke. Chromed top bows tarnishing & need polishing. Under hood and underbody areas show very minimal use and a previous thorough detailing. This condition 2 car, SOLD at \$52,000. While the RM sale was occurring at the same time Morrie's car crossed the block, I doubt that it really affected the final bid. Any of the big players who wanted a stock immediate post-war Continental only had one to choose from, and this was it.

Lot 78: 1957 Mark II, exterior white, white & blue leather. Previously owned at one time by Richard Carpenter. This car was recently repainted by the consignor to a generally good standard, but with overspray on the bottom of the car. Overspray on and iffy masking of original weather-stripping. The hood gap was excessive at cowl. Minimal body

filler in the front quarters. Rippling of leather on driver's seat, remainder of the leather is very good. All chrome surfaces replated to include the wheel covers. Factory air conditioning shakes when the compressor is engaged. XM satellite antenna added to forward lip of trunk lid. Underbody okay, but could use detailing. Condition number 3+, SOLD at \$36,000. The consignor must be pleased, as it sold for a few clicks above the market, and doesn't have to pay the big bucks to fix an A/C system that only retired HVAC technicians are proficient with. Lot 1241; 1965 convertible. This was Gordy Jensen's car, and I actually didn't get a chance to take a good look at it. Not that I really needed to, as anything that he does is top notch. SOLD at \$55,000.

Lot 308: 1979 Mark V Bill Blass. White and Navy paint, white full-vinyl top, white leather. This was something of an oddball, as it's a Bill Blass with a standard-issue vinyl top and porthole window instead of the usual "carriage roof" of the 1979 package. This condition 3 car,



1956 Continental Mark II
Previously owned by
Richard Carpenter
Sold for \$36,000

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dard. Today, Mr. Alderson's average-man dummy has a family: dummy women, children and infants.

Mr. Alderson was widowed once and divorced three times. Besides his grandson Matthew, he is survived by a sister, Esther Lustig of San Diego; two sons from his second marriage, William, of St. Augustine, Fla., and Jeremy, of Hector, N.Y.; and three other grandchildren. His cultural legacy includes Vince and Larry, the ubiquitous dummy stars of highway safety advertisements in the 1980's and 90's; the television cartoon "Incredible Crash Dummies"; and the pop group Crash Test Dummies.

Mr. Alderson's other work included manufacturing humanlike figures called medical phantoms that were used to measure exposure to radiation, and synthetic wounds that oozed mock blood and were worn by soldiers during training exercises.

"Those things were coming home all the time," Jeremy Alderson recalled. "And they'd be out in the foyer until finally my mom said, 'Don't bring those things into the house!'"

From the Internet...

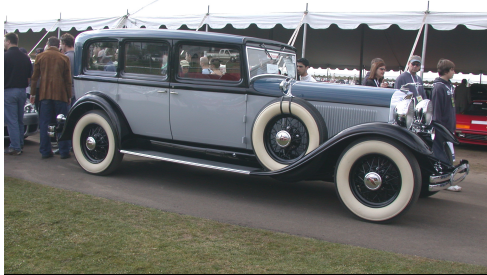
More Arizona auction results....

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Gordy Jensen's 1965

SOLD at \$8,500. Plenty paid, even if it's a one-off. In my continuing quest to document oddball Mark V's, I have a digital image of the dataplate sticker in the door for future reference.



Former Tom Brace Packard

Lot 407: 1929 Packard series 633 4-door formal sedan. 320 cubic inch, inline 8 cylinder engine, 1-bbl, 3-sp. Tom Brace performed the restoration in the late 1990s; PAC class winner in 2000. A few minor paint nicks on the excellent paint; silver trim band shows some color lifting from when it was painted. Shell Oil license plate attachment sign on the front plate. All chrome is superb. Some road dust on the black chassis. Freshly reupholstered exterior trunk. A few cracks starting on the steering wheel. Driver's door wood starting to discolor. Condition 2+, SOLD for

\$44,000. Yeah, I know it's not a Lincoln, but I couldn't resist showing how one of Tom Brace's restorations fared out there. Price was indicative of the lack of interest at this venue of "big iron" rather than the quality of restoration. This was a damn nice car for the money.

Editors note: Our thanks to club member Brian Carlson for taking the time to write this overview of notable Lincoln sales at the recent Arizona auctions. Brian's articles appear in many national publications including Old Car Weekly where you see his frequent auction reports. We hope that Brian will share future stories of interest with us here in the club newsletter.

As always, we continue to solicit interesting articles about Lincolns. If you have had an interesting Lincoln story that you can share with us, please send it to me by either email, fax or if you are technically challenged, regular mail, or carrier pigeon. No smoke signals, as our smoke signal decoder is broken..

More Pot Luck Pictures



Some of the great items donated for the auction which was held after the potluck dinner.

LCOC National Membership Committee Report

Report courtesy of Regional Director Bob Johnson who attended the annual board of Directors meeting in San Diego, California at the end of January.

At the Lincoln and Continental Owners Club annual board of directors meeting in January, the membership committee authorized implementation and/or the investigation of the following possible changes:

1. Creation of new category of Club membership, for young persons. A new "Primary" membership will be for those 24 years of age and younger; will annually cost \$21.00 and will include full membership rights and privileges. If you know of a young person that likes Lincolns, please sign them up or give them a gift membership. This action is an attempt to get younger people as members of our Club, again we need your help in promoting this membership change.
2. The Board agreed to pursue the possibility for a "Special Lincoln Only Parking Area" for visitors and Club members not showing a car at National meets; holding a Winter National Car Show with People's Choice Awards at the Annual Winter Board Meeting. These actions can be pursued only if our liability insurance carrier would say it is okay, and will require further board action. It is our desire to have more visitors welcomed at our functions and entice them into becoming a member of the Club.
3. Created the position of Membership Recruiter, to promote LCOC and solicit new member's at large car shows/swap meets. The recruiter will be provided a kit, with materials, brochures, sample Lincoln and Continental Comments, membership applications, or other materials as appropriate. The recruiter will be reimbursed for up to \$50 for appropriate space fee, travel stipend of \$35 for transportation and meals, up to \$20 for parking. Request for approval shall be submitted to Steve D'Ambrosia not less than 60 days before the show. The Membership Recruiter will receive

reimbursement after returning unused materials and completed applications with payments to Steve D'Ambrosia. Address and contact information is listed in front on the magazine under 2005 LCOC Officers and Staff. Limited funds are budgeted; submit requests to Steve, ASAP. Please apply to Steve now, if you think that you would be able to attend just one event as a Membership Recruiter, please help with building our membership. The LCOC is your Club and we need your help. This is a way of meeting other Lincoln enthusiasts; building friendships and having fun while promoting the Club.

4. Region membership invitation letter will be sent out to new Club members with new LCOC Membership cards, letter will contain current region contact information. We want to welcome new members to both the Club and regions. Region membership application forms will be put on the LCOC web site as time permits.

We will continue trying new ideas to increase the value of being a member of this great Club. The MRSA, Minnesota Street Rod Association has a motto, "*Friends, Fun, Fellowship, Food*", they don't even mention *cars*. The cars are great, but it is the Friendships that will last a life time, and they never need a body off restoration. If you have any ideas please contact me at 651-257-1715.

Still More Pot Luck Pictures



A late 20's Lincoln was the envy of the club members attending the pot luck dinner and auction.

Stuff for Sale....

WANTED

1952 - 1954

LINCOLN CAPRI CONVERTIBLE

PLEASE CALL OR WRITE

MEMBER GARY OFSTEDAHL
26947 Mower/Freeborn Road
Austin, Minnesota 55912

Phone 507-433-7649
Email: gary.ofstedahl@courts.state.mn.us

Just in time for Winter....

2 - 225X60Rx16 Blizzak Snow Tires. Mounted on Mark VIII Wheels.
All yours for \$150

Call Tim Purvis at 651-459-6176

For Sale

1946 Continental Convertible, Green
1948 Continental Convertible, Yellow
Call Dennis Stedman 763-856-2414



For Sale: 1976 Mark VI - One owner, always garaged. Excellent condition. Only 11,000 on new engine. Sun-roof - White on White. Fairly priced at \$8,995
Call Emma at 952-895-1181

Great Lincolns Now For Sale...

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

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

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,500.

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

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

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

SOLD

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

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



For Sale:

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

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

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



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

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

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

Call Tom Brace at 651-644-1716

WANTED

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

FOR SALE

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

FOR SALE

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

150 - LINCOLNS - 150

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

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

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

1949 Lincoln Cosmopolitan

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

Preview of Coming Attractions

The following include scheduled club events

- | | |
|-----------|---|
| March | Sunday Brunch. Plymouth Radisson, March 13th, 11:30 AM See attached flyer. |
| April | Good Weather Returns. Get the Cars out of the Garage. Sunday Brunch at Chickadees, Woodbury, April 17th, 11:30 AM. |
| May | Whitakers All Lincoln Car Show. 6th annual Show, Saturday, May 7th, 10:00AM to 3:00PM. LCOC Mid-America National Meet, Branson, MO, May 10-15. |
| June | North Coast, Sunday Brunch, June 12th, 11:30AM Back to the Fifties, State Fair Grounds |
| July | 3rd Annual out state All Lincoln Car Show, Juettner Motors, Alexandria, MN. 10:00AM to 3:00PM. |
| August | Tour, LaCrosse, WI. Harry Dahl Ford Car Collection and New Lincoln Dealership. Possible overnight event with other Midwest LCOC regions.
Evening on Kellogg Blvd, St. Paul, Mn Date to be determined.
Pantowners Car Show, St. Cloud Fairgrounds. More in next month's issue. |
| September | Northstar Annual Picnic, Roger Wothe's, Sunday, September 11th.
LCOC Western National Meet, September 21-25th Sacramento, CA. |
| October | All Lincoln Car Show, Coon Rapids Lincoln Mercury, Saturday
October 1st, 10:00 AM to 3:00 PM. |
| November | Year End Sunday Brunch, Piccadilly's, November 13th, 11:30 AM |

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

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

MARCH NORTHSTAR LCOC EVENT

SUNDAY, MARCH 13, 2005

Radisson Hotel and Conference Center Minneapolis

With a prime location in Plymouth adjacent to a nature preserve and just minutes from downtown Minneapolis, the Hotel Minneapolis offers the kind of warm hospitality, inviting atmosphere and topnotch services sure to please business and leisure travelers alike.

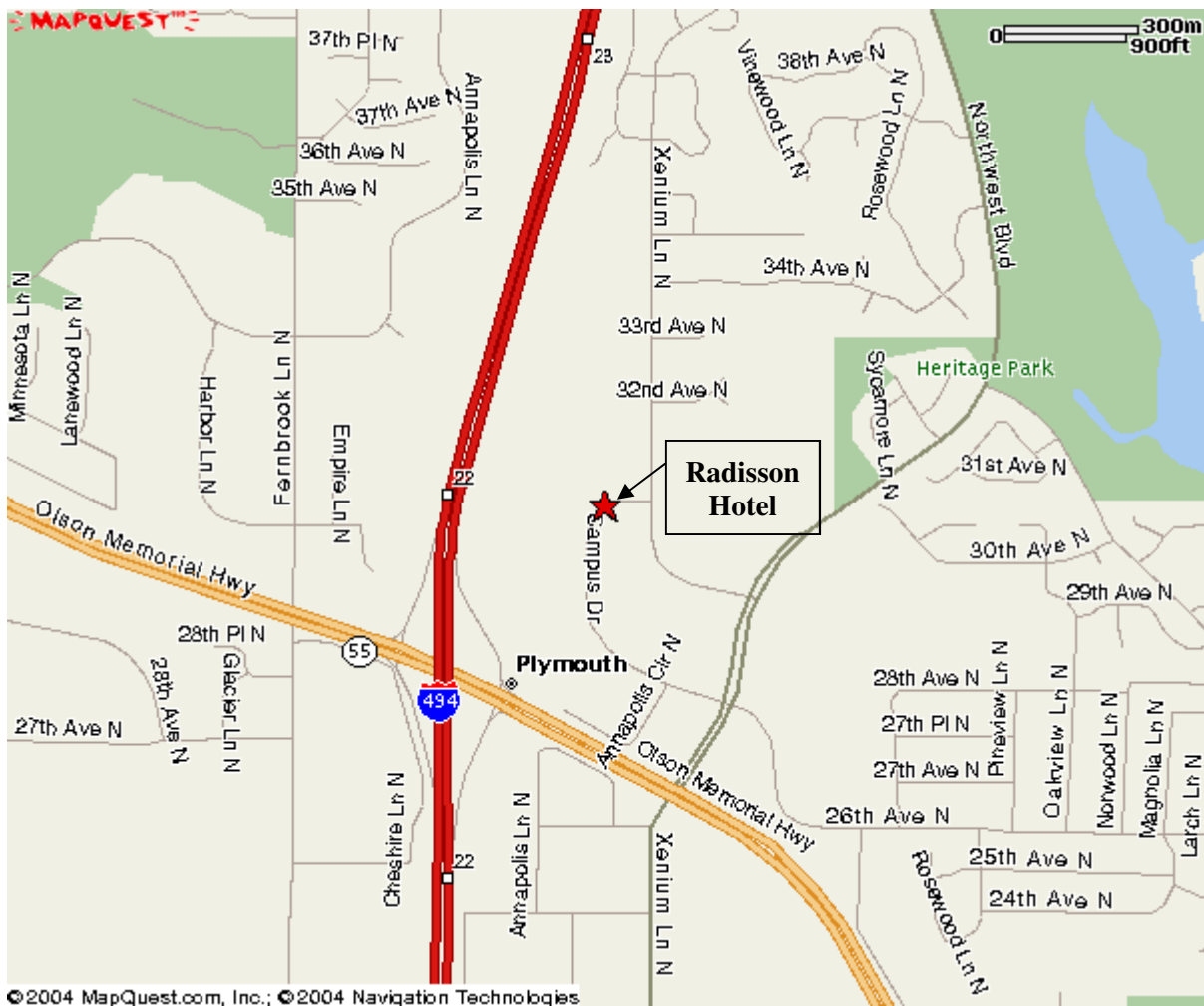
The Hotel Minneapolis, located in Plymouth's Northwest Business Campus, is just minutes from downtown Minneapolis and major league sports, shopping, entertainment, restaurants and theater. Minneapolis area attractions convenient to the Hotel Minneapolis include Lake Minnetonka, Wayzata Village Shops and Ridgedale Mall.

Gourmet dining, for breakfast, lunch or dinner.

From casual fare to more sophisticated cuisine, you can experience a variety of menu options and relaxed settings at RHCC.

The Europa Room, which serves as a conference dining room during the week, also hosts our sumptuous Breakfast Brunch on Sundays from 7:00 a.m. to 12:30 p.m. Bring your appetite and feast on made-to-order omelets, fresh fruits and juices, pastries, blintzes, sausage, bacon, waffles and much more.

Bring your appetite, your visa, checkbook or cash, and join us at the Radisson on March 13th. Prices are modest, somewhere in the neighborhood of \$15 (per Bob Johnson) and you will not be disappointed. We were here last year and the food and service was very good. Hotel rooms will be available for those who don't want to eat and drive.



SEE YOU AT THE MARCH BRUNCH

Meet us at
RADISSON HOTEL, PLYMOUTH, MN
 Sunday, MARCH 13. 2005
 11:30 AM

RSVP Bob Johnson at 651-257-1715
 Or email arborbob41@aol.com
 By March 10th if you plan to attend.

Let us plan on saying goodbye to winter at
 The Radisson brunch, 3131 Campus Drive
 Plymouth, Minnesota

DON'T MISS THE FUN, SEE YOU THERE AT 11:30 AM

HIGHWAY 55 TO XENIUM LANE, NORTH TO CAMPUS DRIVE