

NORTHSTAR NEWS

My Pride and Joy....

As told by Bill Juring....

I would like to dedicate the following to every mother, wife or daughter who has ever had to stumble over, or pick up a car part in her living space and then have to wonder what in the world it was and . . . if the clutter would ever end.

To this car enthusiast however, that item of their frustration was as precious as gold and as an adventure, it began for me as a little boy on the streets of St. Paul in the early 40's. It was then my little friends and I, while waiting for the ice man to come by on those hot summer days and make his ice delivery to the people who didn't have refrigerators, (he would give us ice chips to suck on) we would sit on the running boards of the neighbor's cars, debating

which of the cars on our block was the best. In the years to follow, the goal remained the same, for as a teenager growing up in the fifty's, the sun rose and set on the automobile and there is hardly a day that goes by even today, when I am not reminded of some event and the car I drove at that time.

A good example is that day last March when we got snowed in. For some reason I remembered how exciting it was to hop cars as young teenagers by hanging onto their frozen back bumpers while sliding behind them on the ice-covered streets between lower Summit and Selby Avenues. (I often wondered what the owners thought when they found all those partial sets of mittens stuck to their back bumpers?)

Those were great days, little salt if any on

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Bill Juring's 1969 Mark III

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

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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at 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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the roads, and cars that lasted forever.

So just how does a young man, or any man get the rust out of his blood? As I got older and after working on dozens of cars, I thought I had won that battle, that is until one day in 1994 when I looked into the mirror of my life only to see that the rust had reappeared. From this point I should have known that I was walking on thin ice as I found myself looking at the collector column in the car adds. "Whats this, a 69-MK III somewhere in southern Minnesota?"

I had always admired the early MK's and almost bought one when they were new. Surly the God of favor was shining on me. But be careful Bill, you know how easy it is for you to play the fool, and all while being sober. Oh well, why not give the seller a call, surely that won't hurt. Besides you owe yourself this favor.

After telling myself that a phone call was in order and after it rang few times, a lady answered and told me

she didn't know much about the car, but graciously offered to have her husband call me when he got back into town later that day. How disappointing can a one-minute conversation can be? Well, at least it wasn't sold!



Another Great View of Bill's Mark III

However, after sitting in my chair for a few minutes, I decide to call her back and ask if I could have directions

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Editors Message May 2006

Trivia from the Internet.

America's Interstate Highway System...

Sweeping visions were something of a specialty for William Durant, founder of General Motors, and he ran true to form in a 1922 interview. "Most of us," he said, "will live to see this whole country covered with a network of motor highways built from point to point as the bird flies, the hills cut down, the dales bridged over, the obstacles removed." Given the intensity of America's love affair with the automobile, his prediction wasn't so far-fetched.



President Dwight David Eisenhower, considered by many to be the father of our Interstate Highway System.

The United States adopted a four-lane, limited-access scheme for relatively modest highways in Connecticut and California in

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Spring has arrived! This past week, I have seen a number of older cars out on the area freeways. There is nothing like the sight of a fine older car driving along, with the owner behind the wheel, with a coast to coast smile.



Faithie relaxing in her favorite chair after working hard helping dad finish the newsletter.

It is Sunday night, April 23rd, and as usual, this is the last item of our newsletter to be finished. We hope to print it in the next two days and get it into the mail early. Next weekend is busy with the CCCA garage tour on Saturday and the Balsam Lake Brunch on Sunday. My fingers will be crossed for good weather.

Our all Lincoln show (the 7th annual) will be at Whitakers in Inver Grove Heights on May 20th. Please contact any Lincoln owner and invite them to bring their car over to the show. It is a good way for us to build our membership and meet new friends. While you are at Whitakers, please take some time to check out the new Lincolns. They are great cars, and more affordable than most people realize. Whitakers also has a nice supply of gently used Lincolns too. Remember, these are

cars which are capable of going a lot of miles with only normal preventative maintenance and care, so over the long run, they may be cheaper to own than a smaller economy car.

We are also looking forward to the picnic at Ray and Jeanine Nelson's in June. The club was invited there two years ago, and it was a perfect day. The weather cooperated and we were able to spend the afternoon out of doors enjoying our surroundings and visiting with club members. Ray and Jeanine have a fine car collection at their home in Princeton and you will enjoy seeing it. There will be more on this in our June issue.

We will miss the Saturday nights on Kellogg boulevard in downtown St. Paul. As of this writing, the St. Paul mayor and police chief are not willing to commit the resources to make this very popular activity happen this year. Last year public pressure made it happen, perhaps the car club community will exert some more pressure to keep this great venue going. It was a worthwhile tradition, that in my opinion, should continue.

I want to thank all of you for renewing your membership in our club for another year. Many of you have taken the time to let us know how much you appreciate the efforts of our board of directors to make the club friendly and an enjoyable experience. Your board is tuning in on your comments and recommendations and will continue to work toward the goal of having activities that are both fun, interesting and educational. And if we can find great places to eat, even better.

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

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 the late 1930s and then produced a true engineering masterpiece, the Pennsylvania Turnpike, whose initial 164-mile section opened in 1940. A model for future high-speed, heavy-duty routes, the turnpike had a 10-foot median strip and a 200-foot total right-of-way. Each lane was 12 feet wide; curves were long and banked; grades were limited to 3 feet in a hundred; feeder and exit lanes merged smoothly with the main traffic streams; and the concrete pavement was surpassingly sturdy—9 inches thick, with a reinforcement of welded steel fabric.



The President, Inauguration Day, 1957, riding in the Presidential Cosmo.

Travel time between Philadelphia and Pittsburgh was reduced by as much as 6 hours, but not for free. The Pennsylvania Turnpike was a toll road, and it did such an active business that many other states soon created

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April Board Meeting....

BOARD OF DIRECTORS MEETING

April 13, 2006

Regional Director Bob Johnson called the meeting to order at Culver's Restaurant in Maplewood at 7:00 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesu and Bob Roth. Other members present were Faye Oberg, Brian Carlson and Tim Behr. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that plans for the November brunch at the Machine Shed will have to be changed. Al Baker's would be a possible alternative. The Saturday evening Kellogg Boulevard events in downtown St. Paul have been cancelled. Joseph's Grill across the Wabasha Street bridge may be an alternative. The cutoff for the Gilmore CCCA/LCOC/LOC meet on June 2-4 is April 15th. Bob has purchased a number of *Special Interest Autos Drive Reports*. They are available for \$6.00 each. Contact Bob with your needs.

Treasurer Harvey Oberg reported the treasury balance to be \$3,883.64 with all bills paid.

Membership and Publications Director Dave Gustafson passed out the results of the surveys that have been returned. The data will be printed in a future newsletter. Thus far one hundred thirty-four members have renewed their membership.

Projects Director Bob Gavrilesu reported that there were no new sales of the weather-strips. He will contact *Continental Comments* to have the price reduced in our ad. The Upper Midwest Classic Car Club will have their annual garage tour on April 29th. LCOC members are invited to attend.

Activities: The next club activity will be brunch at the Paradise Inn, Balsam Lake WI on Sunday April 30th. Meet at Aamodt's Apple Orchard on Manning Road north of MN Highway 36 at 10:00 AM if you want to caravan. The seventh annual Whitaker Lincoln Car show is Saturday May 20th from 10:00 AM to 3:00 PM, picnic at Ray and Jeanine Nelson's on Saturday June 17th and a driving tour to Dick and Bev Koop's on August 19th. Call for reservations.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Culver's Restaurant in St. Paul at 7:00 PM on Thursday May 7th.

Respectfully submitted by Secretary Roger Wothe from notes supplied by Bob Gavrilesu.

Participate in your club.

Come to the next board meeting.

Culver's Restaurant, St. Paul

Enjoy dinner at 6:00PM and
Attend the Meeting at 7:00PM

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their own turnpike authorities to construct similar self-financing superhighways. As the nation's highway network grew, the challenge of leaping over water barriers inspired some structural wonders. One was the George Washington Bridge, which opened in 1931. To connect the island of Manhattan with New Jersey, Swiss-born engineer Othmar Ammann suspended a 3,500-foot, eight-lane roadway—the longest span in the world at the time—between a pair of lattice-steel towers on either side of the Hudson River. Special machinery spun and compressed the 105,000 miles of wires that went into the cables, and everything was made strong enough to support a second deck added later. In 1937, San Francisco was joined to Marin County with an even longer suspension span—4,200 feet. The Golden Gate Bridge, designed by Joseph Strauss, was built to withstand the swift tides and high winds of the Golden Gate strait. One of its tower supports had to be built almost a quarter-mile from shore in water 100 feet deep. A million tons of concrete went into the massive anchors for the cable ends.

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Directors Message May 2006

by Bob Johnson

This coming June will mark a very special anniversary, Dave Gustafson has FIVE Years as our newsletter editor. **On behalf of all the present and past North Star Region members – Thank You Dave, Very Much For All Your Time and Effort.** With my involvement with LCOC, I receive most of the other regions newsletters and we have one of the **BEST**, because of Dave's efforts.

Spring is here, we had a stretch of 9 days of at least 70 degrees during the middle of April. This weather will give you car fever even with the price of gas going up every day. We hope that you were able to make our Caravan/brunch to Paradise Inn on Sunday April 30th.

Dave Gustafson had requested the honor of demonstrating the unique capabilities of my new Custom built Lincoln Aviator as pictured in the last newsletter on this road trip. Dave couldn't find the Shafer International Airport; so his test drive/flight will have to wait until next April 1st. (Editors note: I was at the Shafer International Airport, but due to a security alert, couldn't gain admittance. Terrorists were suspected of being in the area, due to sightings of unidentified camels being parked in the first two rows of the visitors lot.)

We have over 135 Members who have renewed their membership in the North Star Region for another year. I want to thank you for again renewing and hope to see you at many of our events. We hope that you are enjoying what we do and thank you for your support. **We still need your PRIDE & JOY CAR ARTICLE.** If you have written about your car previously, send us an update on what you have done to your Lincoln and where you have driven it.

We had an error in our last newsletter on where the 4th Annual Out State Lincoln Car Show will be. The dealer RC Bliss Inc was correct but the city was wrong. Bob Bliss's, Ford, Lincoln and Mercury dealership is

located in Faribault MN, not Northfield. This car show will be on Saturday, July 15th, 10 AM to 3 PM.

Our next event will be our 7th Annual Classic Lincoln Car Show at Whitaker Lincoln & Mercury, Inver Grove Heights, MN, Saturday, May 20th, 10AM to 3PM. We will have Best of Show Awards, Long Distance Award, dash plaques, door prizes and free food supplied by Whitaker's. This will be the first car show for 2006; we hope to see many Lincolns for the first time. If you are in the process of restoring your Lincoln, bring it to the show so we can see your progress.

Our June event will be a Picnic at Ray and Jeanine Nelson's, Princeton MN, Saturday, June 17th at 11:30 AM

On Saturday, August 19th, we will caravan and have over night trip to Dick and Bev Koop's, to see their Orphan Car Collection and picnic in Verona, (Madison) Wisconsin, and then Jack and Marilyn Fletcher have invited us to caravan to Poplar Grove, Illinois, on Sunday, August 20th to attend the Lake Shore Regions Annual Picnic, held at Fletchers home, and a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum.

Call now to reserve your room for Saturday night, August 19th, at Country Inn and Suites, 6275 Nesbitt Road, Madison WI, phone number 608-270-1900. Room rate is \$72.00 plus tax. When you call mention that you are with the Lincoln and Continental Owners Club to get the reduced rate.

Our Year End Sunday Brunch is switched to Al Bakers, Egan, same date and time (November 19th, 11.30AM).

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

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The United States would eventually need half a million highway bridges, most of them small and unmemorable, some ranking among the loveliest structures ever created. Roads, too, aspired to beauty at times. During the 1920s and 1930s, parkways that meandered through pristine landscapes were laid out around New York City, and the National Park Service constructed scenic highways such as Skyline Drive along Virginia's Blue Ridge Mountains. In general, however, highways have done far more to alter the look of America than to celebrate it.

Beginning in the 1920s, residential communities left the old urban trolley lines far behind and spread outward from cities via roads. Stores, factories, and other businesses followed, sometimes aggregating into mini-metropolises themselves. As roads were improved to serve commuters and local needs, the outward migration accelerated, producing more roads—almost limitlessly, it often seemed. In the late 1940s, for example, California began building an extensive system of express highways in and around Los Angeles and San Francisco, only to have congestion steadily worsen and a major expansion of the freeway system become necessary just a decade later

As a former military man, President Dwight D. Eisen-

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Pride and Joy Continued..

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that I might drive down there and see it before her husband arrived. To this she agreed and after my looking at a map to find just where Montgomery MN. was, I jumped in my new Ford van, turned on some good highway music and hit the road.

After about two hours of both detoured highways and local back roads, I finally found Montgomery Minnesota. Her directions were very good considering that a woman gave them (no offence ladies). Just glad I wasn't going too fast, a guy could miss this town if he wasn't careful.

The house itself was set back from the street and painted up as charming as any home could be and after knocking on the door, the owner's wife answered and I introducing myself. She graciously invited me in and led me through her tastefully decorated home and then into a dimly lit attached garage. And then, there it was, covered with a few years of dust and road film, a bluish silver 69 MK with a black top and with only 56,000 miles on it.

As for myself, I couldn't have asked for a better color combination as I had always been partial to silver and now I couldn't wait for her to give me the O.K. to go into the garage and examine it. Trying my best to keep from looking too excited at my find, she placed a set of keys in my hand and told me to look it over. Then, upon opening the large driver's door and sliding in behind a large perfect wood toned steering wheel, I found to my delight that the door panels were spotless along with

the front cushion which appeared to be in perfect shape as well.

But, where is the ignition, at least one that I can find? Much to my despair and after looking over that dash board for what seemed like 15 minutes, I finally located it on the lower middle section of the dash, not visible unless you tilted your head some and looked low. Lets face it, I was much too proud to go in and ask that dear lady if she knew where the ignition was. Besides, she probably didn't have any idea where it was either.

I knew right there and then that I wanted that MK. So I decided to wait in town for her husband to return which proved to be a wise move on my part as he returned sooner then was expected. It was then that I learned he had bought the car from a local Lincoln Dealer in that area who had it stored for more than 12 years before releasing it to the present owner who, after another three years, decided that he was not going to have the time to restore it either.

After giving him a check, I had him hold the car until I could get my dear wife to come down with me to pick it up the next week. A week by the way, that required my utmost cunning as I carefully planed each day as to how I would tell my wife what I had just purchased while at the same time, watching her out of the corner of my eye for any flying objects.

So far, so good, we both made it

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Our Pride and Joy continued...

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hower was keenly interested in transportation. When he was a young lieutenant in 1919, he had traveled from Washington to San Fran-



A 8-mile section of U.S. 40 (I-70) west of Topeka, KS, was the first project completed with Interstate funds under the 1956 Act.

cisco with a caravan of cars and trucks, experiencing delays and breakdowns of every kind and averaging 5 miles an hour on the miserable roads. At the opposite extreme, he had noted the swift movement of German forces on autobahns when he was commanding Allied forces in Europe during World War II. The United States, he was convinced, needed better highways. Getting legislation—and funding—through Congress was no small task. In 1954 Eisenhower appointed an advisory committee, chaired by his wartime colleague General Lucius Clay, to establish consensus among the many parties to the nation's road-building program. It took 2 years, but the quiet diplomacy and technical expertise of the committee's executive secretary, a Bureau of Public Roads engineer named Frank Turner,

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through the week and now it was time to pick up my treasure. I'm not saying the our trip was strained, but I did point to every cow, rabbit and squirrel I could see on the way there just to keep her mind off of what was about to unfold. And then there it was, ready for my grubby hands to fulfill their God intended destiny: "man and his car". I'm sure I had a smile from ear to ear as I drove it home that day, and I'm also sure it was visible to every car that met me ... coming or going. Then to add to my delight on the drive home, people would honk their horns and waved their hands in approval at me.

I was so proud of my new found friend. That is until I pulled it into my driveway and found out that the car wouldn't shut off. At some point in its recent life, the old owner had filled it up with regular gas and all that 460 would do was sputter and misfire, and all this with the ignition "off." Then to further exasperate the situation, my daughter greeted me at the door, looked at my new found treasure, made a weird face and then proceeded to ask me to cover it up as she was expecting a pizza delivery and didn't want to be embarrassed before the delivery boy whom I found out she didn't even know. So much for any pride I may have acquired on that trip.

Like every, car of that vintage, there was work to be done, starting with a good cleaning. The gray leather seats were in great shape but covered with mold from years of storage. It took three attempts with three different cleaners to bring the seats back to their original condition. The silvery blue carpet, however, was beautiful

and needed only shampooing. Most of the chrome was perfect as well, even though I had some of it re-chromed and one cannot tell them apart.

The motor did concern me as it leaked oil badly around the bell housing. I later discovered that the oil pressure sending unit atop of the bell housing was dried out and spurted oil like a drinking fountain. This was replaced with a new one for less than twelve dollars. Later that year, the car was stripped down inside and out and repainted as close to the original color as could be found and then clear coated. Fortunately, the top was near-perfect and only needed cleaning.

Over the past 12 years and 11,000 plus miles, it has been a joy to own and drive, especially off the line at the stop lights. I found out that when Lee Iacocca introduced the MK in late 1968, it came with a balanced, blueprinted and magna fluxed engine. However, due to a large sales backup, the engine was downgraded to the regular 460 block by March of 1970 in order to speed up production.

Unfortunately, there comes a time in all of our lives when changes or adjustments must be made. In my case, I feel that it may be time for me to sell my 69 MK. In a few months I will turn 70 and would like to explore a few other things. Should you or a friend know of anyone who may be interested in a great looker ... and a great driver, please have them call me.

Your friend and fellow Lincoln lover, Bill Juring.

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ultimately helped steer legislation through the political shoals in both the House and the Senate. In 1956 Eisenhower signed into law the act initiating the epic enterprise known as the National System of Interstate and Defense Highways. It called for the federal government to pay \$25 billion—90 percent of the estimated total cost—toward building limited-access expressways that would crisscross the nation and speed traffic through and around cities.

The network, to be completed by 1972, would incorporate some older toll roads,



The I-70/Mark Twain Expressway bridge in St. Charles, MO, before it opened in 1958. Construction of the roadway in the upper portion of the photo was the first project to be started after enactment of the 1956 Act.

and its length was ultimately set at 44,000 miles. Four 12-foot lanes were the stipulated minimum, and many sections would have more, along with 10-foot shoulders. The system would

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The “Family Lincoln”.... by Jeffery Cates..



The 1960 Cates Family Lincoln

Shortly after I was born my grandfather, Hans Balle, purchased a new 1960 Lincoln. My grandmother, who suffered motion sickness, loved the car because of the smooth ride. The car was often seen streaking into Chicago on business. When Hans decided to purchase a new car he had become so fond of his Lincoln that he did not trade it in. Instead he used it for pleasure; hauling his grandchildren, picnic’s, Sunday tours and the like.

The car has special personal memories since, as a child I spent many miles in the cavernous back seat with my brother as my grandparents roamed the hills of Northern Illinois and Southern Wisconsin. Some times I would lie on the package shelf and stare up through the enormous rear window as we wound our way along the Rock River under a cool green canopy of trees. Sometimes we would venture into a secluded place to pick berries or stop for lunch.

Many of us have fond memories involving a car, and often these memories are the main reason we choose to collect a particular model. My

case is no exception, the fact that my Lincoln is the very same one that I grew up in adds to the charm of owning and maintaining the vehicle. I have cleaned the car up and had the exterior repainted (the original Deerfield Green of course) and since 1995, I have spent many week ends pulling out all the old trunk liner, repairing the weather seal around the trunk and doors and many other such jobs. I was very pleased with the cosmetic difference these minor changes made and commented to my wife that the old Lincoln looked pretty nice for an old antique. To which she reminded me that I was older than the antique.

While I have no current plans to do a ground up restoration, I have tried to use the best available used, NOS parts or good reproductions when working on the car as to preserve its originality. With a long laundry list of "things to do" I now have a hobby that should take me well into retirement!

The 58 - 60 Lincoln’s are often referred to as the "Forgotten Lincoln’s" These Lincoln’s were the largest unit-body vehicle ever made. Styled by John Najjar these gigantic, finned monsters were initially as popular as the Eiffel tower in Paris or the Picasso on Daley plaza. The cars have even been unkindly referred to as "slant eyed Japanese pagodas".

Due to the controversial styling and relatively high price, sales of these cars were poor and only 24,820 were produced in 1960. Fewer than

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 include 16,000 entrances and exits, dozens of tunnels, and more than 50,000 overpasses and bridges.

The price tag for the interstate highway system turned out to be five times greater than anticipated, and work went on for 4 decades—not without controversy and contention, especially on the urban front. Several cities, refusing to sacrifice cherished vistas or neighborhoods to an expressway, chose to do without. By the mid-1970s cities were permitted to apply some of their highway funds to mass transit projects such as subways or rail lines. But for the most part the great project moved inexorably forward, and by the 1990s cars, trucks, and buses were traveling half a trillion miles a year on the interstates—a good deal more safely than on other U.S. roads.

Highways continue to engender more highways by their very success. As traffic grows, engineers are working to improve pavements, markings, crash barriers, and other design elements, and they wage an unending war against congestion, sometimes by tactics as simple as adding lanes or straightening curves, sometimes with mega projects such as the digging of a 3.5-mile, eight-lane tunnel beneath downtown Boston. It's a journey with no end in sight; Americans crave mobility, and wheels will always need roads.

From the Internet.....

Family Lincoln continued

(Continued from page 8)

1,400 of the two-door hard-tops were produced in 1960, making them rarer than the convertible. Just as the once scorned Eiffel Tower and Picasso now define their respective cities, these distinctive Lincoln's have come to represent the era of the fins.

As collectors have begun to rediscover this classic model, the appreciation of the 58 - 60 Lincoln's have actually out paced the 61 - 67 era Lincoln's. The engine is the good old 430 cid with 315 bhp at 4100 rpm and maximum torque of 465 at 2,200 rpm. The car weighs more than 5000 pounds, has a length of 227 inches and a wheel base of 131 inches. The car maneuvers easily despite its large size. Factory Price: \$5,500.

This Lincoln has clocked 95,000 miles and does show evidence of its years of dependable service, however, the car is in good condition with most all of the parts intact. As the car was often used for Sunday drives and picnics, a 50's era picnic case / table is stored in the trunk. It is my plan to continue the picnic tradition with my 1960 Lincoln, wife and young sons.

Editors note: Jeffery Cates is a Doctor of Chiropractic located in Oregon, Illinois, which is about 40 miles Southwest of Rockford. It is apparent from the article that Dr. Cates' 1960 Lincoln brings back fond memories with each trip out of the garage. This story was obtained from the Cates web site.

Welcome New Members..

Howard Hermel, 524 North 7th Street, St. Peter, Mn. Howard is in the process of restoring his father's 1960 Continental Mark V. Howard also just purchased member Ron Felon's 1979 Triple White Mark V collector series.

Byron Bode, 22620 County Road 30, Corcoran, Mn. Byron has a 1961 Continental sedan and also does some restoration projects for member Gordy Jensen.

Please welcome these new members to our Northstar club. We all look forward to seeing them this summer at one of our forthcoming events. Perhaps they will share some interesting stories about their Lincolns with us in the months ahead.

IMPORTANT NOTICE

OUR May 7th BOARD MEETING WILL BE HELD AT CULVERS I-94 AND RUTH STREET WEST END OF SUN RAY SHOPPING CENTER EAST SIDE OF ST. PAUL MEET AT 6:00 FOR DINNER, WITH THE MEETING TO FOLLOW AT 7:00PM

East on I-94 to Ruth Street, turn left, cross over freeway. Right on frontage road.

West on I-94, exit at McKnight. Continue on frontage past Sun Ray Center.

Food tends to bring club members out. Lets see if we can improve on our monthly board meetings by meeting at a food place.

Membership Survey...

Along with the renewal form that was sent out earlier this year, we included a short questionnaire which included some statements about club activities. We asked our members to indicate on a scale from 1 to 5 how they felt these activities and to possibly furnish some short comments. Approximately 55 members responded.

Briefly, here is a condensation of the survey.

More members, but not a majority, would like to see more activities during the summer months.

Week night activities seem to be less popular than weekend events.

There is some interest in doing some overnight trips.

Most members want to continue the Northstar tradition of having Sunday brunches.

Evening meals do not seem to have as much popularity as weekend brunches or lunches.

There is not much interest in late afternoon meals.

We should try to do more short driving tours.

We also should try to do some tours to other cities for lunch, one-day type events.

There is still a lot of interest in doing car shows in other cities in our region.

We should try and do some tech sessions, perhaps once a year.

The membership is fairly divided on the idea of visiting various Minnesota Lincoln dealers.

The board of directors will use this data as a guide for planning future club events. If anyone wants a detailed copy of the survey, please contact David Gustafson by phone or email.

Thanks to all of the club members who participated in this survey.

Great Automotive Buys...

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



One owner

1977 Versailles, less than 15,000 actual miles. Tan inside and out. Always pampered. \$9900 or make a reasonable offer. Valgean Storlien, 320-598-7743, Madison, MN.

Parting Out

1952 Lincoln Capri
Four Door Sedan

Call Gary Ofstedahl at 507-433-7649
For your needs

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

Ron Fenelon, club member, Alexandria, MN, 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

SOLD

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 Both Factory Interiors Available...

1979 Mark V Collector Series Factory Kasman Blue Velour Interior Components. Both bucket seats, Seat adjusters available, both rear seat cushions. Padded leather console, padded leather dash cover, both dash face plates. In above average to good condition. Make me an offer (not ridiculously low!)

Call Ron Fenelon at 320-763-4197 or email rlf8536@rea-alp.com for more details on these Lincolns

1969 Mark III.
The feature car in this issue is now for sale.
Contact Bill Juring at
 651-484-2799

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

STORAGE

AVAILABLE

Safe, Secure Storage for
 your classic
 now available

Southwest Metro Location

Contact
 Gary Rosenwinkle

952-941-3700

Preview of Coming Attractions

The following include scheduled club events

- May Saturday May 20th, 10AM to 3PM
7th Annual Car Show, Whitaker Lincoln - Mercury, Inver Grove Heights.
Willmar Car Show, Sunday May 21st. Please refer to flyer in last months Newsletter.
- June Picnic Ray Nelson's, Princeton MN, Saturday June 17th, 11:30 AM
LCOC Eastern Nation Meet with CCCA, Gilmore Museum, Kalamazoo Michigan
June 2nd-4th, this will be the "Grand Lincoln Experience" with LOC and LZOC.
- July 4th Annual Out State Car Show – Southern Minnesota
Bob Bliss Ford Mercury Lincoln, Faribault, MN further details in next issue.
- August Caravan tour/overnight to Dick Koop's Orphan car collection, Verona, Wisconsin
- September Annual Region picnic at Roger & Barb Wothe's Environments.
Sunday, September 24th 11:30 AM
LCOC Mid-America National Meet, Indianapolis Indiana, September 14th -18th
- October 3rd Annual Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7th,
10AM to 3PM
- November Year End Sunday Brunch, November 19th 11:30 AM, Al Bakers, Eagan, MN.

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

The Willmar Club announces the 2006 Car Buff's Breakfast Schedule. Member Francis Kalvoda, of Willmar invites all Lincoln Club members to join the Willmar Car Club for a 9:00AM breakfast on the FIRST Saturday of each month, May through November. Door prizes and announcements follow the breakfasts. The following are the dates and locations for the 2006 breakfast tours.

May 6, Willmar, McMillan's Restaurant, 2620 Hwy 71 South.

June 3, Hutchinson, Emma Dee's Buffet, Highway 15 South.

July 1, New London, McKale's Family Restaurant, corner of Central and Ash.

August 5, Granite Falls, DeToy's Family Restaurant, 845 Highway 212 West.

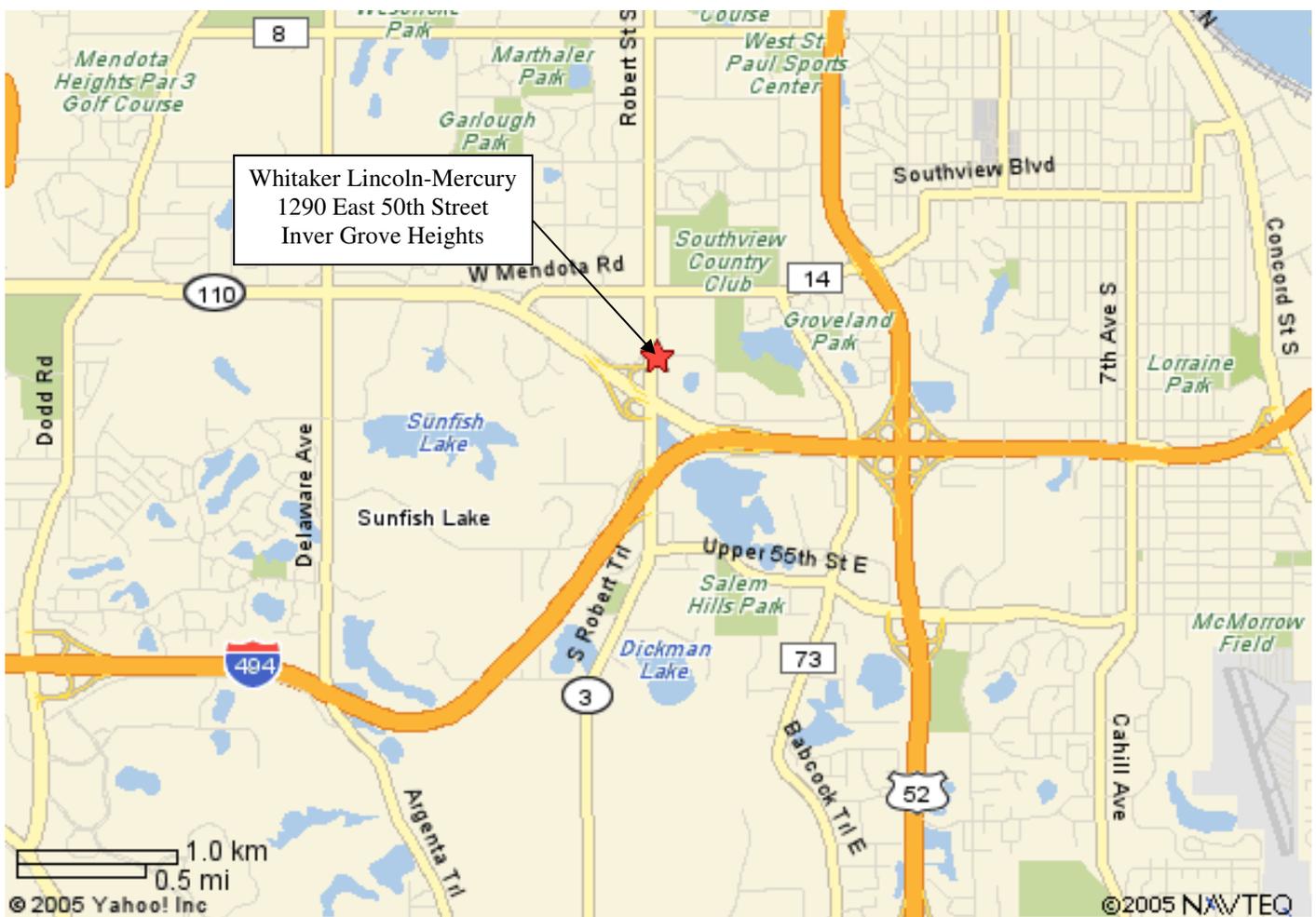
September 2, Olivia, Max's Bar and Grill, 2425 Highway 212 West.

October 7, Melrose, Funky's Restaurant and Lounge, 203 East Main Street.

November 4, Willmar, West Central Industries, 1300—22nd St. SW. (North of Kandiyohi County Recycling center)

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.

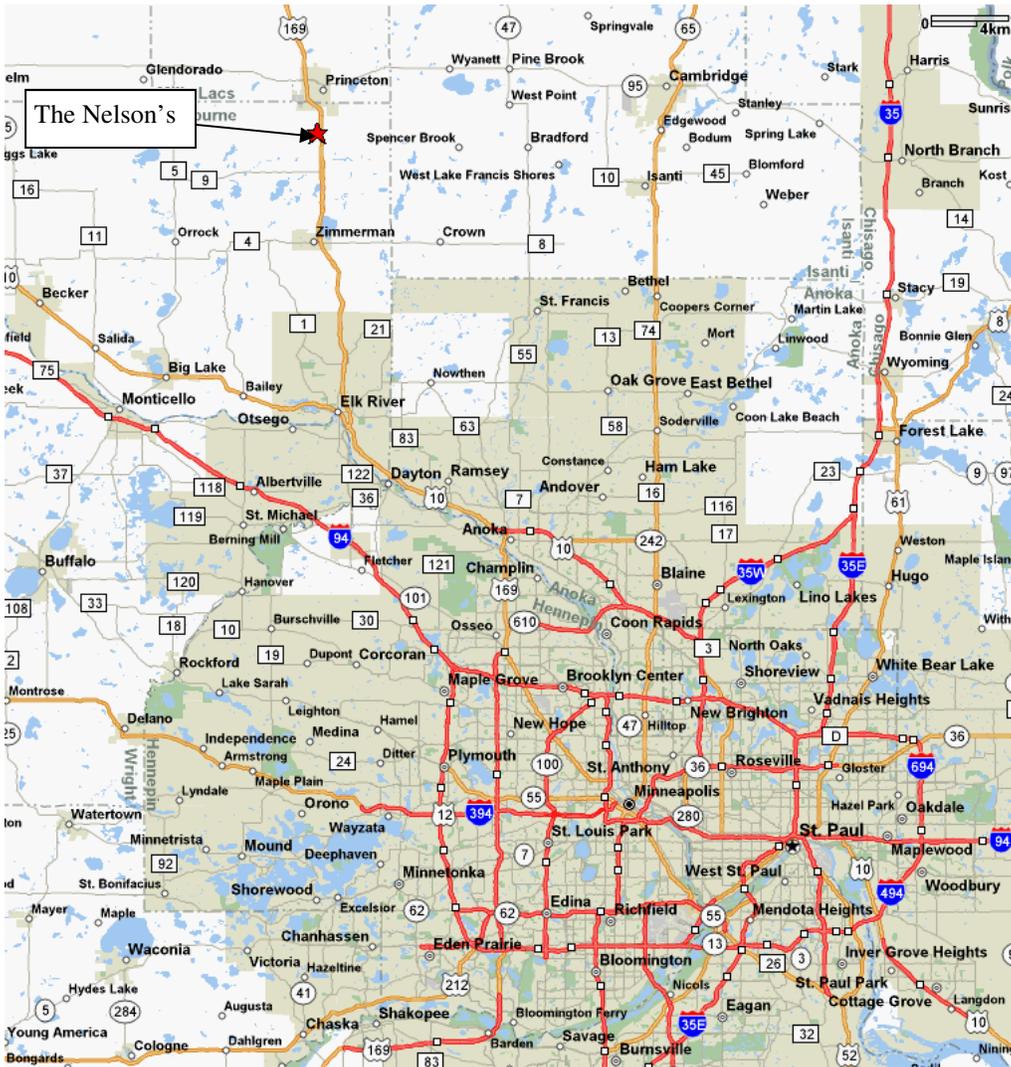
WHITAKER LINCOLN - MERCURY ALL LINCOLN CAR



ANNOUNCING THE 7TH ANNUAL WHITAKER LINCOLN - MERCURY ALL LINCOLN CAR SHOW MAY 20, 2006

JOIN US FROM 10:00 AM TO 3:00 PM AT
WHITAKER LINCOLN - MERCURY, 1290 EAST 50TH ST.
INVER GROVE HEIGHTS, MN

No charge, prizes awarded, lunch provided by Whitaker L/M.
This show is open to all Lincoln owners, so tell your friends to bring their Lincolns, whatever their vintage to our annual show.
Every year we meet new friends and get to see fine cars.
Let's try and set a new record for club members, their friends, and Lincolns of any age or vintage. P.S. We won't turn you away if you have a older Mercury either.

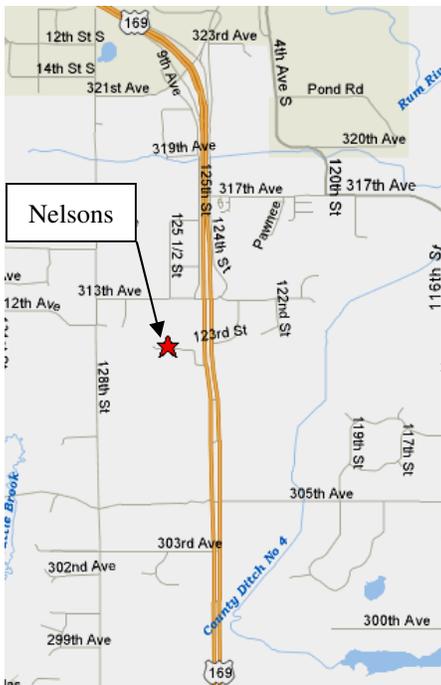


MARK YOUR CALENDERS FOR SATURDAY, JUNE 17

The Lincoln Club has been invited to Ray and Jeanine Nelson's for a barbeque picnic on that day.

Remember the good time we had two years ago, we will repeat again this year.

More information in the June issue of the Northstar News.



For those of you who missed the Nelson's picnic in 2004, it will be repeated again on June 17th.

Ray and Jeanine Nelson have an outstanding collection of older Lincolns that must be seen to be believed.

Don't forget, set aside Saturday, June 17th. And remember to drive your older Lincoln to the picnic. Hopefully, gas prices will go down a few cents by then.

More in the June Issue. Northstar LCOC, the club that has more fun.