

My Pride and Joy

My beloved Mark III, by Rich Labandz

Back in 1969 was when I first glimpsed a Mark III and I was blown over with its styling. I knew I was going to have one. In 1970 I got my chance when the service manager of the local Lincoln dealers wife was going to sell hers. As luck would have it, I missed it. A little later on, I found another one through a friend who owned a used car dealership, and managed to locate a very fine low mileage one for me.



Rich Labandz owns the well loved 1970 Mark III

The price was right and I purchased it in a hurry. It is gold green exterior with a dark green leather interior. He said it was a dealer demo and it was as perfect a one as he could find. What a beautiful car for my family and I. We made many trips around Wisconsin with it, but I really enjoyed our trips to ski at Skyline in Adams WI the most. Singing all the way. I also commuted in luxury from Stevens Point to Wisconsin Rapids, about 40 miles round trip, daily and the mpg was usually over eighteen miles per gallon.

While we didn't make any really long distance cross country trips with it, we did drive it back and forth from Stevens Point to the Twin Cities many times to visit many of our relatives who live there. It was a perfect car for those trips, winter or summer, as the heating – air conditioning system worked perfectly all the time. It was fairly economical, considering the weight of the car, consistently averaging over 18 mpg on the road. Of course, those were the days before all of the equipment was fitted to the engine to reduce the emissions, which as a byproduct, lowered mileage and performance of the mighty 460 V8.

It presently is in storage in Stevens Point WI. I am a snowbird in Lake Havasu

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

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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.

Pride and Joy continued....

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City, AZ in the winter. It is for sale to the right person. It gave me 100,000 miles of trouble free service. Recently I had a rebuilt carburetor installed, and a tune up. Good compression readings on all cylinders. The paint is 20 years old and needs a refresh. Front windows are not working. Its interior is excellent and is mechanically good. Headlamps open in several hours. It is looking for a good home.

Editor's note: Because of the considerable interest in the Mark III by many of our members, we would like to share these additional comments by two of our members.

My observations of the Mark III, by Ray Nelson. I have always liked the Continental; anything with a continental kit. I loved the '40 to '48 Continentals. Then, 8 years later came the Mark II, which I didn't think could be any better, and then Ford did it again in 1968 when they introduced the '69 Mark III, which started a long list of Marks up to Mark VIII. But, of all of them, the Mark III had the big car feel of the 70's. They were nice and heavy, they handled very well, and above all, they are a great road car.. Besides the beautiful lines of the car, they are very quick with the 460 motor and C6 transmission. They made some changes in the '71, I believe, to the gear on the end of the cam shaft, which gave them much better fuel economy.

Why I like the Mark III, by Bob Johnson. Back when I first became interested in Lincolns, The 1969 Mark III was my favorite. In 1999, I purchased my second 1969 Mark III as a parts car, a twin to the one we bought in 1998. My thought was to use its Black leather interior in our good Mark III which had a green cloth interior that I did not like.

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Trivia from the Internet



The team was founded in Kansas City in 1894 as a Western League team and would move to Washington, D.C., in 1901 as one of the eight original teams of the American League, named the Washington Senators or Washington Nationals. Although the Washington team endured long bouts of mediocrity (immortalized in the Broadway musical *Damn Yankees*), they had a period of prolonged success in the 1920s and 1930s, led by Hall-of-Famers Bucky Harris, Goose Goslin, Sam Rice, Joe Cronin, and above all Walter Johnson. Manager Clark Griffith joined the team in 1912 and became the team's owner in 1920.

In the 1924 World Series, the Senators defeated the New York Giants in seven games. The following

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Editors Message

March 2011

Our short brush with spring lasted only a few days and winter returned, with a vengeance, dumping another 15 or so inches on Burnsville. However, this is only but a bump in the road on our way to nice weather and our six month driving season. Checking the sunrise/sunset times for March, shows that on the first, we will have a little over 11 hours of daylight, with about three more minutes every day.

Our thanks to Rich Labandz for telling us a little about his Mark III. We have quite a few in the club, and they are one of the more

popular models. Comments from Ray Nelson and Bob Johnson, who are also Mark III owners, serve to reinforce just why these are popular cars among collectors. They are a great tour car, and even fairly low mileage ones can be had at reasonably affordable prices. Equipped with all of the creature comforts, they are the perfect car to cover long distances going to LCOC meets. The downside, of course is that there are always plenty of competition in your class when it comes to judging.

Ford has made it more or less official. With the Town Car based upon the classic body on frame construction driving off into the sunset early this summer, the large car replacement will be based upon the Lincoln MKT. Ac-

cording to press reports, it will be known as the MKT Town Car and will not feature the third row of seating now found in the regular MKT. This should provide for even more passen-



Sweet Faithie, eager for the arrival of nice weather, greets the first flower of spring to pop through the snow. Faithie advises that more will be on the way in just a month or two.

ger compartment room for those wanting to really stretch out. The cars will also be made available to the conversion companies that will further stretch it out up to 10 additional feet. With Cadillac discontinuing their DTS series, which is also, popular with conversion companies, that should leave Lincoln as the principle supplier to the livery trade. I hope that

they will be as popular as the "classic Town Cars" that we have grown used to over the years. Another good thing, they can be equipped with a wider variety of optional accessories, such as Sirius satellite radio, the navigation package, and a bunch of great stuff not previously available on the older Town Cars. The MKT Town Car will be a great one, just not quite the package that we are used to looking at.

Just a reminder that the annual Northstar club dues are now due. If you have forgot to write that check, please do it in the next day or two. The club will appreciate your promptness.

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

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season, they repeated as American League champions but ultimately lost the 1925 World Series to the Pittsburgh Pirates. After enduring a few losing seasons, the team returned to contention in 1930. In 1933, Senators owner Clark Griffith returned to the formula that worked for him nine years before, and 26-year-old short-stop Joe Cronin became player-manager. The Senators posted a 99-53 record and cruised to the pennant seven games ahead of the New York Yankees, but in the 1933 World Series the Giants exacted their revenge, winning in five games. Following the loss, the Senators sank all the way to seventh place in 1934, and attendance began to fall. Despite the return of Harris as manager from 1935-42 and again from 1950-54, Washington was mostly a losing ball club for the next 25 years, contending for the pennant only during World War II. Washington came to be known as "first in war, first in peace, and last in the American League", with their hard luck being crucial to the plot of the musical and film *Damn Yankees*. In 1954, the Senators

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*Directors Message by Bob Johnson**March 2011*

The past week with the 50 degree temperatures was really a needed break from the nasty cold spell in early February. Spring Fever is now in full bloom, but we still have March to get through, it is supposed to be our worst snow month. Remember last March, NO SNOW for the whole month, don't think we will be that lucky this spring.

If you have not already submitted your 2011 dues, please take a moment to update the information on the renewal form you were sent with your check for \$20 and send to Dave Gustafson. We would hate to have you miss out on information for this year's events or our superb newsletter. Dave would like to start working on updating our membership directory which will be published later this spring, so again please get your renewal in now!

Our next activity is a Sunday Brunch, on March 13th, Tinucci's, 396 21st Street, Newport, At 11:30 AM. This Buffet is one of the best in the twin city area. Please RSVP to Bob Johnson by Thursday, March 10, 651-257-1715 or email arborbob41@aol.com that you are attending.

For February we were invited by the CCCA to a Saturday potluck on February 19th, at the Motorplex Court, in Chanhassen. More information about this fun event is elsewhere in newsletter.

We were invited by Jim Mladk, Montgomery, MN to be featured car model at their Kolacky Days celebration; so we will hold our 9th Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of Kolacky Days 13th Annual Classic Car Show, 9 AM to 3 PM, \$8 entry fee. Lincoln will be Featured Model with separate parking. We will have our car show 9 AM to 2 PM, at 3 PM will be Kolacky Days awards, with Car Cruise following awards. Two car shows at one time, how about that!

We have to move our Summer picnic in Prior Lake to August because of scheduling conflicts, the date is still to be determined.

WE REALLY NEED "MY PRIDE and JOY ARTICLES". As I'm writing this column still no article for Dave, what will he put in this month? Winter is the time to work on our Lincolns and write "My Pride and Joy" Lincoln articles about your car, for Dave.. We want to feature your Lincoln, but first you have to write the article, if you need help, Dave Gustafson will help you in any way possible. As a Bonus, Dave will send you a 2011 North Star Region Calendar and maybe feature your car in the 2012 calendar.

I did not attend LCOC annual winter board meeting held on Saturday, January 22nd, in New Orleans, LA. I have gotten some information from the Lake Shore Region Newsletter that was written by Art Whitmire, it is also elsewhere in newsletter. When you are on internet, go to www.LCOC.org newsletters and check out what other Regions are doing.

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

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signed future Hall of Famer Harmon Killebrew. By 1959, he was the Senators' regular third baseman, leading the league with 42 home runs and earning a starting spot on the American League All-Star team.

After Griffith's death in 1955, his nephew and adopted son Calvin took over the team presidency. He sold Griffith Stadium to the city of Washington and leased it back, leading to speculation that the team was planning to move, as the Boston Braves, St. Louis Browns and Philadelphia Athletics had all done in the early 1950s. By 1957, after an early flirtation with San Francisco (where the New York Giants would eventually move after that season ended), Griffith began courting Minneapolis-St. Paul, a prolonged process that resulted in his rejecting the Twin Cities' first offer before agreeing to relocate. The American League opposed the move at first, but in 1960 a deal was reached: The Senators would move

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February Northstar Board Meeting

BOARD OF DIRECTORS MEETING

February 3, 2011

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

DIRECTORS' REPORTS

Regional Director Bob Johnson presented a Master Editor's Award to Dave Gustafson from the National Lincoln and Continental Owners Club for his outstanding newsletter. The North Star Region is the only region which has a monthly newsletter and the quality of Dave's newsletter far out classes all the rest of them in the country. Bob suggested that we slightly change the format of the monthly brunches. We will hold a brief meeting and a drawing for door prizes before the meal. That way those who have to leave early will not have to miss the meeting and the drawing. Bob presented the details for the 23rd Annual All Texas Regional LCOC Meet in Salado TX from April 15th through the 17th and encouraged everyone to attend.

Treasurer Harvey Oberg reported the treasury balance to be \$1,527.35 with all bills paid. The dues checks received by Dave Gustafson were not included in the total.

Membership and Publications Director Dave Gustafson reported that sixty-eight renewals have been received so far.

Projects Director Bob Gavrilesco will research the possibility of an automotive themed wrapping paper as a club project.

Activities: The combination UMR-CCCA and Northstar Region LCOC potluck and auction will be February 19th at the Chanhassen Autoplex. Tom Brace reported that there has been a large donation of parts and automobilia from the family of the late Roger Dolliff.

Member Brian Carlson presented his take on attending the recent automobile auctions in Arizona. In general the prices have remained high in most cases.

There being no further business, the meeting was adjourned at 7:30 PM. The next meeting will be at 7:00 PM on Thursday, March 3rd, at Culver's Restaurant in Maplewood.

Respectfully submitted by Secretary Roger Wothe.

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and would be replaced with an expansion Senators team for 1961. Thus, the old Washington Senators became the Minnesota Twins.

The name "Twins" was derived from the popular name of the region, the Twin Cities. The NBA's Minneapolis Lakers had re-located to Los Angeles in 1960 due to poor attendance which was believed to have been caused in part by the reluctance of fans in St. Paul to support the team. Griffith was determined not to alienate fans in either city by naming the team after one city or the other, so his desire was to name the team the "Twin Cities Twins", however MLB objected. Griffith therefore named the team the Minnesota Twins. However, the team was allowed to keep its original "TC" (for Twin Cities) insignia for its caps. The Twins were eagerly greeted in Minnesota when they arrived in 1961. They brought a nucleus of talented players: Killebrew, Bob Allison, Camilo Pascual, Zoilo Versalles, Jim Kaat, Earl Battey, and Lenny Green. The Twins won 91 games in 1962,

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A Little More About The Mark III

Introduced in April 1968 as an early 1969 model, the Continental Mark III is the direct spiritual successor of the limited production, ultra-luxurious Continental Mark II produced by a short-lived Continental division of Ford Motor Company between in 1956 and 1957.

Confusingly, a direct linear descendent of the Mark II, the *Continental Mark III*, first wore the name in 1958. Large and somewhat extravagant even for its time, it did not sell as well as Cadillac, but nonetheless earned high reviews from motoring periodicals of the day. The 1958 Mark III was the first car to be built at the new Wixom, Michigan assembly plant.

Intended to compete head-to-head with Cadillac's heavily redesigned front wheel drive Eldorado, the Mark III made its debut a clear notch above less expensive, less well-appointed personal luxury cars such as the Ford Thunderbird, Buick Riviera and Oldsmobile Toronado. As the Eldorado was built upon the Toronado frame, so the Mark III was the Thunderbird's. While the side-rail frame was identical to the Thunderbird's, the Mark III bore almost 300 lb more bodywork, demanding all the power Lincoln's all-new 460 cu in 365 bhp V8 could generate.

In style, the Mark III was squarer and more upright than the sleek Thunderbird, featured a faux Rolls-Royce grill, hidden headlights, and a classic albeit ersatz Mark II spare tire bulge on its trunk.

As befitted a true luxury car the Mark III was sumptuously equipped. Everything was power: steering, brakes, windows, headlamps, and both front seats. The instrument panel and trim panels on the doors featured simulated wood appliques in either English Oak or East-Indian Rosewood. After a few months, a Cartier-branded clock took pride of place among the instruments. The upholstery was expertly done, either the standard vinyl with cloth inserts, or the optional leather.

A vinyl roof in cavalry twill pattern was technically an option, but they were so popular that a plain-roofed car is the rarity. One reason for the rarity of the plain-roofed version is the fact that the roof was made in two pieces and required extra preparation at the factory to conceal the seam; consequently, its availability was not widely advertised. Other options included the aforementioned leather interior, air conditioning, further power adjustments for the front seats, a variety of radios and 8-track tape players, tinted glass, power locks and all the rest. A limited slip differential could be ordered, as could anti-lock brakes, called "Sure Trak". Cruise control was also an option. Finally, an automatic headlamp dimmer that dimmed the headlights for oncoming cars without driver intervention was available.

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the most by the franchise since 1933. The Twins won 102 games and the American League Pennant in 1965, but they were defeated in the 1965 World Series by the Los Angeles Dodgers in seven games (behind the World Series Most Valuable Player, Sandy Koufax, with a 2 - 1 record, including winning the seventh game).

In the early 1980s, the Twins moved into the Hubert H. Humphrey Metrodome, which they shared with the Minnesota Vikings, but the team continued to struggle. In 1984, Griffith sold the Twins to multi-billionaire banker/financier Carl Pohlad. The Metrodome hosted the 1985 Major League Baseball All-Star Game. After several losing seasons, the team, led by Kent Hrbek, Frank Viola, Bert Blyleven, Jeff Reardon, and rising star Kirby Puckett, returned to the World Series, defeating the Tigers in the ALCS. Tom Kelly managed the Twins to World Series victories over

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More Pride and Joy

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After deciding to restore the car, it became an on going project, with many things still to do. In 2001 the good Mark III was sold so this helped pay for part of restoration. Experience is a hard teacher, my advice is to buy a car that is as close to a number one that you can afford. The Restoration cost a just too prohibitive.



Bob and Mary Johnson's Mark III

During the past 10 years we have driven our Mark III over 8,000 miles and enjoyed going to many car shows with it. At the 2002 Mid America Meet in Red Wing, this Mark III scored 96 points, the judges were very generous.

In 2006 we had a dead mouse under the back seat, and battled getting rid of the smell for three years. In 2010, we removed the whole interior, seats and carpet. After shampooing and airing out everything the smell is now gone.

We hope to enjoy this car more in 2011, Mark III's are a very classy car and we always get thumbs up when out on the highway.

Do you have a Mark III, share your favorite experiences with us. Send us an article about *your* Pride and Joy.

Editor Wins Award



Left, David Gustafson being presented with the LCOC editor award by Bob Johnson, Northstar Region Director.

Dave Gustafson was presented with LCOC 2010 Master Editor Award, by Bob Johnson at the February 3rd, North Star Region Board meeting.

LCOC, the national Club, recognizes that Region Newsletters are the backbone for creating a dynamic Region, and the club wants to reward our editors for all the effort that goes into creating each issue. This program was approved beginning in 2010 and will be known as; *Region Newsletter Editor Recognition Program RNERP*

All LCOC Regions are eligible that publish a newsletter on LCOC web site, to enroll in RNERP, a minimum of four Region Newsletters PDFs must be posted on web site annually. A hand picked committee evaluates newsletters posted on LCOC web site throughout the year and meet during Annual Winter Board Meeting and present winners in two categories, Award of Merit, and the highest award, the Master Editor Award.

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the St. Louis Cardinals in 1987 and the Atlanta Braves in 1991. Twins' pitcher Jack Morris was the star of the series in 1991. 1991 marked the first time that any team that finished in last place the previous year advanced to the World Series. (The Atlanta Braves also did this in 1991, in the National League.)

The World Series in 1991 is regarded by many as one of the classics of all time. In this Series, four games were won during the teams' final at-bat, and three of these were in extra innings. The Atlanta Braves won all three of their games in Atlanta, and the Twins won all four of their games in Minnesota. The seventh game was tied 0-0 after the regulation nine innings, and marked only the second time that the seventh game of the World Series had ever gone into extra innings. The Twins won by scoring a run in the bottom of the 10th inning, and Morris had pitched a shutout for all ten innings against the Braves.

The quirks of the Hubert H. Humphrey Metrodome, including the turf

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LCOC Editors' Award

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There may be multiple winners in each category.

Dave was one of six region editors to receive the first Master Editor Award. Five region editors received the Award of Merit. Inscription on LCOC 2010 Master Editor Award presented to Dave read:

*Lincoln and Continental
Owners Club
Region Newsletter Editor
Recognition Program
2010 MASTER
EDITOR AWARD
DAVE GUSTAFSON
North Star Region
North Star News*

We here in the North Star Region are privileged to have the best newsletter editor in the LCOC. We have many people who belong to our Region who have never attended one of our activities, so it has to be the newsletter that keeps them renewing year after year,

Thank you, Dave on behalf of everyone in the North Star Region,
Bob Johnson

My sincere thanks to our Region's Directors and members who have all worked hard to provide me with the information and inspiration that made this award possible. The award is the Region's to share.
David Gustafson, Editor...

CCCA Potluck



Ed Myhre and Bob Gavrilesu having a bit of fun selling all the stuff.

The Northstar club joined the Classic Car Club once again for the February potluck, held as before at the Autoplex in Chanhassen. Although the weather cooperated, attendance was on the sparse side, a little shy from prior years. A good group of friends and plenty of fine food still made for a fun evening, rounded out by an auction of interesting items donated by Roger Dolliff's family to the CCCA.

Ed Myhre was ably assisted by Bob Gavrilesu in working the crowd to wring every last available dollar out for the auction items.



Ken Sampson, Bob and Mary Johnson keeping track of who bought what.

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floor and the white roof, gave the Twins a significant home-field advantage that played into their winning the World Series in both 1987 and 1991, at least in the opinion of their opponents, as the Twins went 12-1 in post-season home games during those two seasons. These were the first two World Series in professional baseball history in which a team won the championship by winning all four home games. (The feat has since been repeated once, by the Arizona Diamondbacks in 2001.) Nevertheless, the Twins argued that the Metrodome was obsolete and that the lack of a dedicated baseball-only ballpark limited team revenue and made it difficult to sustain a top-notch, competitive team. The team was rumored to contemplate moving to such places as New Jersey, Las Vegas, Portland, Oregon, the Raleigh-Durham area, and elsewhere in search of a more financially competitive market.

In response to the threatened loss of the Twins, the Minnesota private and public sector negotiated and approved a financing

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Mark III continued...

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Despite some bad reviews by the automotive press, the public took to the car, with some 7,000 built during the remainder of the 1968 model year, and another 23,858 cars for the 1969 model year, a respectable showing; Lincoln had always trailed Cadillac in production numbers, but the Mark III almost equalled the Eldorado, which tallied 23,333 for 1969. This was the start of a long, successful run for the Lincoln Continental Mark Series.

Because of its early introduction and extended production year, the 1969 model had several running changes made. Cars produced prior to July 1968 had a steering wheel pad with a much larger wood applique and Continental star logo than later cars. Cars produced prior to July 1968 featured a decorative stitching pattern on the face of the rear seat above the center arm rest. After July 1968 the seatbelt retractors were relocated and eight additional exterior color choices were added. Cars produced before the second week of December 1968 had white indicator needles for all instruments and controls, and an electric clock with Arabic Numerals was used. Cars Produced after the second week of December 1968 utilized orange indicator needles for all instruments and controls, and a Cartier Chronometer with Roman Numerals was installed. All cars produced after December 31, 1968 were equipped with driver and front passenger head rests *per* Federal mandate.

There were only small changes for 1970 as Lincoln saw no need to break a clearly winning formula. 21,432 were sold; somewhat down from the previous year. The vinyl roof was made standard, since at the time, nobody seemed to want to order a luxury car without it, the windshield wipers were now hidden from view, and the wheel covers were redesigned. Michelin radial tires were standard equipment (a first for an American car), and a locking steering column/ignition switch replaced the dash-mounted switch per federal mandate. The metal horn ring used in '69 was deleted from the steering wheel, replaced by a Rim Blow unit. Increasingly stringent Federal safety requirements mandated the addition of red reflectors to the rear bumper, and yellow reflectors to the sides of the front parking lamp assemblies. Although horsepower remained unchanged at 365, Federal emissions requirements were met by the installation of Thermactor air injection pumps on the 460 cid engine. The interior wood appliques were upgraded to genuine Walnut. The door panels were redesigned and the power seat controls were moved from the seat edge to the door arm rests. The pattern of the stitching on the seats was modified. A power sliding sun roof joined the options list.

Motor Trend's 1970 head-to-head review of the Eldorado vs. the Mark III gave the nod, barely, to the Mark III, beginning an annual "King of the Hill" series that ran for years.

1971 saw the Golden Anniversary for the Lincoln marque, and the third and final

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More Mark III

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package for a replacement stadium— a baseball-only outdoor, natural turf ballpark in the Warehouse District of downtown Minneapolis— owned by a new entity known as the Minnesota Ballpark Authority. Target Field was constructed at a cost of \$544.4 million (including site acquisition and infrastructure), utilizing the proceeds of a \$392 million public bond offering based on a 0.15 percent sales tax in Hennepin County and private financing of \$185 million provided by the Pohlád family. As part of the deal, the Twins also signed a 30-year lease of the new stadium, effectively guaranteeing the continuation of the team in Minnesota for a long time to come.

Through the 2010 season, the franchise has won three World Series championships (1924, 1987, and 1991), and has fielded 18 American League batting champions.

From the internet

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year of Mark III production. Sales were better than ever, at 27,091 almost equal to the Eldorado's, a harbinger for the new decade.

Little changed from the 1970 model; tinted glass became standard, as did automatic climate-controlled air conditioning and SureTrak anti-lock brakes. High-back seats became standard, and a rare special-order floor console was made available. Horsepower remained unchanged at 365, but the 460 cid V8 engine gained a more sophisticated thermostatic air cleaner assembly with its associated ductwork.

In its second annual King of the Hill contest Motor Trend (July, 1971) again gave the Continental Mark III the nod by a wider margin than 1970 despite the Lincoln being basically a warmed over 1968 model while the Cadillac was all-new from the ground up. M/T noted that the Mark III's leather interior was far more luxurious and better detailed than the test Eldorado's nylon cloth and the Continental's real wood dash trim was far more attractive than the Cadillac's simulate.

1972 would see a new, even larger car, the Mark IV, replace the Mark III.

Lincoln Production Figures, 1969 through 1971

1969 Lincoln		Models per year	
65A	Continental 2-door Hardtop	9,032	13.0%
53A	Continental 4-door Sedan	29,351	42.2%
65A	Continental Mark III 2-door Hardtop	30,858	44.6%
Total - 1969 Lincoln		69,241	100.0%
1970 Lincoln			
65A	Continental 2-door Hardtop	3,073	5.8%
53A	Continental 4-door Sedan	28,622	53.9%
65A	Continental Mark III 2-door Hardtop	21,432	40.3%
Total - 1970 Lincoln		53,127	100.0%
1971 Lincoln			
65A	Continental 2-door Hardtop	8,205	13.1%
53A	Continental 4-door Sedan	27,346	43.7%
65A	Continental Mark III 2-door Hardtop	27,091	43.2%
Total - 1971 Lincoln		62,642	100.0%
Total 1969 – 1971		185,010	
Total Mark III		79,381	43%

Northstar LCOC Welcome Wagon

By **Francis Kalvoda**, Willmar, MN 320-235-5777 email: fjk@charter.net

This month I have three new memberships to report plus a BONUS (read to the end). I had a nice visit with all three new members and I hope you will contact them and make them feel especially welcome. Sounds like a good thing to do as we wait for Winter to end. I did not receive the much anticipated '41 Lincoln Zephyr Coupe for Valentine's Day. However, I did get the '41 Lincoln ad pictured here. Maybe next year.



Ralph and Kay Groth, 2730 Lakeshore Drive, La Crosse, WI 54603.

Phone 608-781-3648. Ralph and Kay have a low mile 1978 Town Car and a 1995 Lincoln Town Car. The 21,000 mile '78 is for sale. Ralph also has two Buicks. Purchased new by his father, the '58 Limited 4 door hardtop under going restoration. The '58 Limited was the King of Chrome in the '50's. Ralph and his '67 Buick Skylark convertible have been through a lot together. While traveling down a Wisconsin highway, a deer came through the windshield, injured Ralph, tore the top off the convertible and ended up on the trunk lid. The Buick has been restored, but Ralph is still feeling the effects of that scary encounter.



Dan and Pam Gunderson, 214 Ravilla Street, Staples, MN 56479. Call 218-894-4100 or send them an email at

dananpamg@yahoo.com. Whether we want to or not, collector cars tend to be work in progress. Such is the case for Gunderson's 1961 Lincoln Continental sedan and their 1959 MGA Roadster. The '61 Lincoln runs, drives, and looks good, but Dan says it still needs a few things; but he has only had it for two years. The MGA he's had for 40 years and is currently apart for restoration. Mechanics is Dan's specialty and profession. For many years he traveled the country training John Deere mechanics. For the last 13 years he has taught diesel mechanics at the Central Lakes College at Staples. I

can see a Mark VII diesel in Dan and Pam's future. Being a veteran, Dan wants to know if there are any HAL-3 Seawolves in the club. I am extremely thankful for all of our veterans!

Although they have already attended a couple Northstar LCOC events, this is my first opportunity to introduce you to **Charlie and Carley Johnson** and their two year old son, **Mason**. Contact them at 763-286-3456 or cjohnson@lawngevity.net. That email address is clever for Charlie's business, Lawngevity Lawn & Snow Inc. Learn more at www.lawngevity.net. This winter has been a good one for



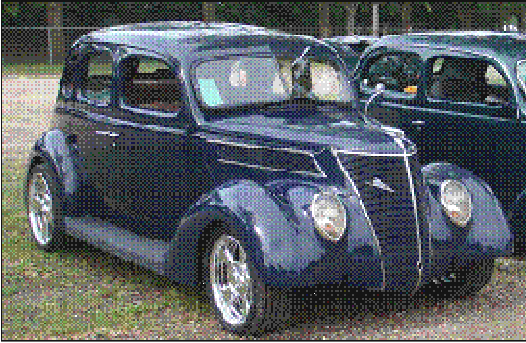
Charlie's business and a good one for Charlie's family, as they finish building their new home. Both Mason and the



(Continued on page 12)

Welcome Wagon continued...

(Continued from page 11)



black '64 Lincoln convertible have been part of the Johnson family for the past two years. They purchased the Lincoln from Northstar member Tom Keran. Charlie's lightly modified 37 blue Ford sedan is still powered by a flathead V-8. Rounding out the collection is a 1970 Ford F250 pickup. When he rode to school on the school bus, Charlie admired the always clean black Ford pickup which he often saw in a driveway. "Someday I'd like a pickup like that", 12 year old Charlie thought and wished. In 2003, his wish came true as the original owner decided to sell that pickup. Today the well equipped 40 year old 68,000 mile truck still has its original paint. The Johnson's have a nice collection of vehicles. With members like the Johnsons, the Northstar LCOC is assured of longevity. For lawn care or snow removal in the Western suburbs, remember, Lawngevity!

And now for the BONUS!! I am very proud to introduce to you our NEWEST MEMBER, born on February 17, **Chloe Weimann**. I will let the proud parents tell you about the dimensions and features of this new model.

*"On 2.17.2011 at 6:30am, our baby girl - **Chloe** - was born. She was 11 days overdue and in excellent health, weighing in at 9lbs, 10oz and 21 inches long. She is the spitting image of her mother Kerry (lucky girl) - but seems to change looks on a daily basis. Kerry is doing great also, and after spending three days recovering in the hospital, I had the pleasure of escorting my two ladies home in a luxurious automobile; our award winning 1995 Lincoln Towncar Signature Edition. She slept like a ...well..'baby' the whole way home. We are excited to spend the rest of our lives with this little heavenly treasure"* Brad and Kerry Wiemann - Rochester, MN.

I sincerely feel that Chloe and our club are in good hands. **Congratulations Brad and Kerry!!!**



Chloe will be pedaling around Rochester in a few years in this beautiful Lincoln Zephyr. Nothing could be Finer....

You May Be Interested....

For Sale

1981 Mark VI Signature Series. White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

For Sale: 1956 Lincoln Pink Pearl Premiere 2 dr HT. \$27000. 1956 White Pearl Lincoln Continental Mark II, \$25000. 1956 Lincoln Convertible with parts car, \$20000. Jack Simler, 320-834-4784.

For Sale:

1978 Town Car, light jade metallic, dark jade half vinyl padded roof, dark jade velour interior. 21K original miles, 400 V8, PS, PB, A/C, tilt wheel, power antenna, original Michelin tires, R134 A/C. This was Grandma's car. No winters, no rust... \$7,500. Ralph Groth 608.781.3648

For Sale:

2 - front fenders, right and left for 1942 - 1948 Lincoln.

Nose for 1946 - 1948 Lincoln.

Front axle complete, Drums and brakes and wheels.

2 - Aluminum heads for 1946 - 1948 V12. No fins - \$150.00

Need the room, make offer.... Ted Anderson 763-561-8143

Information needed: During the '50's, there was a popular accessory called a **Coronado Kit** for Fords, and many of them were seen on convertible and hardtop models. It fastened on to the trunk lid and simulated the continental kit, but without the tire. During the late '70's and '80's there were a few made for Lincolns and were seen on a few Town Cars, mainly on the East and West coast. They were also known in the "hip-hop" culture as "fifth-wheels". If you have any information about this interesting accessory, please call Ray Nelson at 763-389-1553 or email: twonelsons1@Q.com

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.

Fairly price to sell at \$5,000.00

Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winaona, MN

Email: dop@mwsco.com



I need a new home. I am a 1969 MK III with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 Best offer will own me.

For Sale

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

1978 Town Coupe, aqua with white coach roof. aqua leather int., very nice car. Jerry Erikson, Fergus Falls, 218-770-2964.

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

For Sale

1961 through 1967 Lincoln Continentals, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call.

Gordy Jensen 612.819.2107

For Sale

1957 Lincoln Premiere Two door hardtop



Frame off restoration, with everything either rebuilt or replaced by a long time Ford mechanic. It has been done right and the car is probably in better condition than when it left the factory in 1957. Body work and paint done by a well known area shop. It is absolutely beautiful, and would easily score close to 100 points at any LCOC meet. Over \$41,000 restoration costs. This Premiere has all of the accessories, with the exception of air conditioning. If you want one of the finest 1957 Premieres, **please call John Boegeman at 952.445.3004.** Remember, you cannot buy and restore one to this condition for less than my asking price.

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location

Contact Connie **952-835-4148**

For Sale - 1991 Lincoln Town Car Executive Series - 17,900 one owner miles, always garaged and well cared for all it's life. Garnet Red with light gray leather interior. Asking \$7,900
Contact Steve Schneider, Oakbrook, IL area, 630.479.1778

For Sale—1972 Mark IV \$2,000 - 60K Miles

Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car.

Needs some Tender Loving Care, but the car is basically sound and a good value at the price.

Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

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 1969 Continentals.
Available Now.

Please call Gordy Jensen at 612.819.2107

Preview of Coming Events

- March **Sunday Brunch, March 13th, Tinucci's**, Newport, at 11:30 AM RSVP to Bob Johnson At 651.257.1715 by March 10th. Email: arborbob41@aol.com
- April **Road trip** to the 23rd Annual **Salado Tri-Texas Regions Meet, 15th and 16th**, at the Stagecoach Inn. Let's get the Lincolns ready for this great time and fellowship with the Texas regions. Call Bob Johnson for more information 651-257-1715.
Sunday Brunch, date and place in next issue.
CCCA Garage Tour, Saturday April 30th. Details in next newsletter.
- May **3rd Annual Lincoln Car Show**, Morries, Minnetonka on Memorial weekend, **Saturday, May 30th**, 10:00 AM to 3:00 PM.
- June **Eastern National Meet, Laconia, New Hampshire, June 2 – 5**
Local Northstar event is in planning stage.
- July **Mid America National Meet, Pontiac, Michigan. July 27 – 31**
9th Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of Kolacky Days 13th Annual Classic Car Show, 9 AM to 3 PM, \$8 entry fee. Lincoln will be Featured Model with separate parking. We have our car show 10 AM to 2 PM, at 3 PM will be Kolacky Days awards. with Car Cruise following awards.
- August **Summer Picnic**, Sunday is moved to August, Prior Lake, with CCCA 11:30AM , Date yet to be confirmed

With a few more weeks to spend indoors, now is the perfect time to sit down with your pen and paper, or your personal computer, or whatever you use and write an article about your favorite Lincoln. Our readers enjoy reading about Lincolns, both old and new and look forward to our monthly column about them. Make everyone feel good, especially the editor of this quirky publication and send in your article today. Better yet, send in one for every Lincoln you own.

Please note: *The Northstar Lincoln and Continental Owners Club* board meetings are open to our members. We do invite you to attend and value your input in the club governing process. The directors would like your comments and suggestions on how we may improve the club and how we can make it a better experience for all of our members. We do recognize there may be an event that could be fun for us to participate in, or a tour to some little known byway or a new dining place that may just make a great experience for all to share in. Call write or email your directors today.

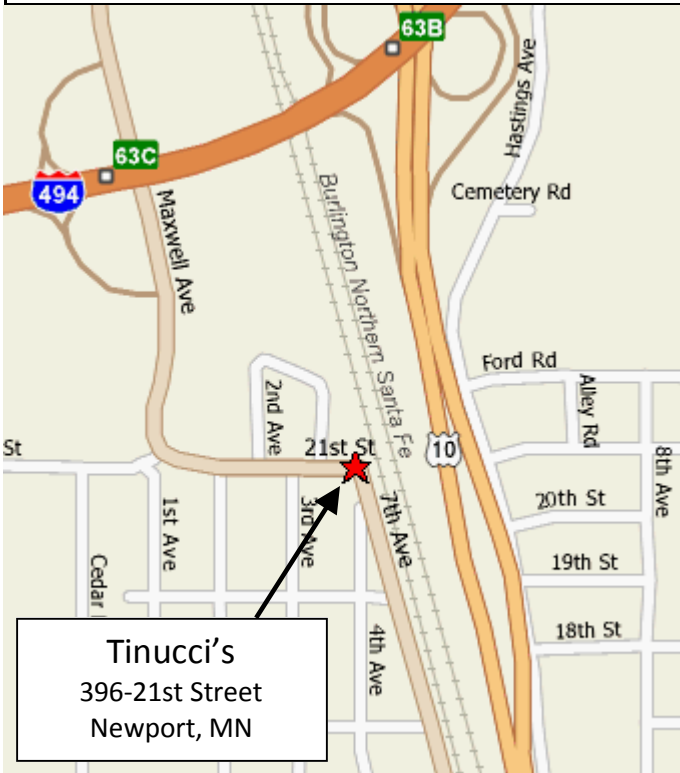
BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE
NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

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

North Star Event for March

Sunday, March 13th, Brunch at Tinucci's



Make your plans now to attend

North Star Sunday Brunch at Tinucci's, in beautiful downtown Newport. Be there at 11:30AM, Sunday, March 13th.

A yearly event, Sunday Brunch at Tinucci's in Newport. Our own room, with plenty of time to socialize with all of your friends and catch up with what's been happening over the winter months. Bob Johnson will give a short run down on our exciting plans for the good weather months.

As usual, there will be a few door prizes for those in attendance.

March 13th will be a great day, with practically balmy weather for March. Winter is on the run, so let's have a good turnout for this fine Sunday Brunch.

Set your GPS for 396 -21st Street, Newport, MN 55055, or get out your AAA map and plan the quickest route to Tinucci's as you won't want to miss any of the good food and good friends.

There will be plenty of really great food, including carved round of beef, pit ham, eggs Benedict, scrambled or baked eggs, French Toast, baked chicken, barbecue ribs, hash browns, muffins, orange juice, desert bar, fresh fruit, and much more await the eager eaters from the Lincoln Club! Best brunch value in town. The food will be so good, that you will want to go home and take a nap in the afternoon. Great way to start your Sunday!

RSVP Bob Johnson, 651-257-1715, (email: arborbob41@aol.com by March 10th.

We will see you there.....