

My Pride and Joy....

By Jim French.

I was born and raised in the Detroit, Michigan area. My father worked in the automotive industry starting out at General Motors where he designed machine guns during WWII. After the war he worked as a design engineer for Packard Motor Car Company. Once Packard started going belly up, he went to Ford Motor Company. At Ford he was in central engineering in Dearborn. He was Chief Engineer for chassis design for the big cars, Lincoln, Mercury and I hate to admit it, but the Edsel too. He worked on these cars from 1952 through 1960, and included the Mark II. Being in engineering, my father drove home a different car every night.

Sometimes Ford products, but more often the competition. He had to evaluate what the competition was doing. The Mark II was our favorite car to drive during its short life. It was the smoothest, most luxurious car on the market at the time.

As should be obvious, I have had 10-30 motor oil in my veins since birth. After seeing and driving the Mark II, I have always had an affinity for the Mark Lincolns. During the 80's, I had a used 1973 Mark IV as well as a used 1986 Mark VII. I was never able to afford a new Mark until 1993 when the Mark VIII was unveiled. My first glimpse was at the 1992 Mid-America

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Jim and Jeanne French's 1993 Mark VIII

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.

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meet hosted by the Northstar Region. It was love at first sight. At the end of the first model year Ford had a deal on leasing a Mark VIII. There was \$1000 rebate plus a person could save another \$2000 on interest by paying the two year lease up front. After the lease was up, Jeanne and I liked the car so much we decided to buy it. This is never a good thing to do. If you are going to trade off a car every two years leasing is all right. But if you think you will be keeping it at the end of the lease buy it to start with. The residual is so high at the end of the lease that you end up paying more for the car in the long run. With the discounts and rebates, I did just about break even with what the car would have cost to buy in the first place. But we have never regretted getting the Mark VIII.

Until late last year I also had a 1974 triple black Mark IV which I bought in 1998 with Jay White's

help. The difference between the Mark VIII and the Mark IV is like the difference between day and night. Of course, the cars are from totally different eras and reflect the times in which they were designed. The Mark IV was a 5500-pound behemoth

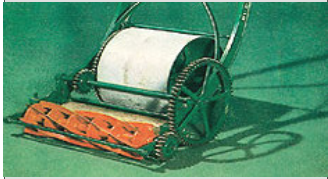


Classic Lincoln styling is the hallmark of the elegantly designed Mark VIII. An affordable future collectable.

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Trivia from the Internet

Behold the lowly lawnmower.....



What exactly is a reel lawn mower?

The reel or cylinder mower, as it is called in England, shears grass in the same way a pair of scissors work. The cutting blades are riveted or welded to a series of spiders which are located on a central shaft. As the shaft turns the blades come in contact with the non moving bed knife to cut the blades of grass

It does not chew it the way sheep do; it does not rip it the way a scythe does; and it does not shatter it the way a rotary mower does.

With the invention of the reel lawn mower instead of spending many hours using a scythe, sickle, or shears to get an unevenly cut lawn one could now simply and comfortably push a reel lawn mower.

The entry of the horse,

(Continued on page 4)

Editors Message

November 2006

Oh where has October gone? Off to follow September and August. I had hoped for a bit nicer month, but in Minnesota, we have to take what the weather man sends us. It would have been a great day for our car show, but unfortunately, it was not to be. The Luther organization purchased Coon Rapids Lincoln – Mercury and relocated the two brands to their Ford store off Highway 10. As the industry matures, we will see more consolidations. We will begin contacting L/M dealers in the Northern suburbs to see if any are interested in hosting a fall car show next year. Our fall show brought us together for a few hours of fun, and it would be a shame not to continue this three year tradition.



Faithie, all decked out in her "Princess costume" is getting ready to welcome the young Trick or Treaters to 308 Brandywine.

We should have a few more 50 degree days, and for those of us who have their cars stored at home, perhaps another opportunity for a spin or two behind the wheel, before the finality of the first snow hits. I know that I would like to drive the Cosmo's a bit more this fall.

Our thanks to Jim French for providing an interesting article about his '93 Mark VIII. These are very nice cars, and good ones may still be found at reasonable prices. They

drive well, and have all of the creature comforts found in the latest models. The Mark VIII's can even be considered a fine entry level collector car for those wanting to get into the hobby. If you have one ten years or older, you may even enter it into LCOC sanction shows. Well taken care of Marks will only appreciate in value over time. Probably not as much as a Certificate of Deposit, but how much fun can you have with a CD on a nice day. Perhaps one of these years we will see a Mark IX in a Lincoln showroom once again. While the new Zephyr, now known as the MKZ, and the new cross over, the MKX will be good cars and sell well, they won't provide the excitement that the Mark VII's and VIII's did when they were introduced in the 1980's and '90's.

The new MKZ and MKX will be in the showrooms sometime in November. We urge you to stop by your nearest Lincoln dealership and take a closer look at these new offerings. Let us know what you think. We will print your reactions in the newsletter.

Our last Northstar event this year will be a Sunday brunch at Al Bakers in Eagan. We have been there many times in the past ten years, and have yet to be disappointed. The food is good and we are not rushed. There should be plenty of time to socialize and maybe talk about what will be going on in 2007. Bring your appetites and some ideas, we are all good listeners.

On page 4, we are making you an offer we hope that you won't refuse. A 2007 Northstar calendar for each article about your favorite Lincoln that you send in. With the winter months ahead, perhaps you will take some of that time that you spend in your Lincoln to send me an article. If you would rather have a 12 month calendar of Faithie, we will send you one of those instead.

Till next month....

David, Marion and Faithie, the Samoyed...

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wearing oversize leather booties to prevent lawn damage, drawing a very wide reel mower allowed vast estate lawns and playing fields to be more quickly and cheaply cut. The sheep were even displaced from the job of keeping the golf course fairway short.

The lawn mower was invented in 1830 by Edwin Beard Budding, an engineer from Stroud, Gloucestershire, England.

He obtained the idea after seeing a machine in a local cloth mill which used a cutting cylinder (or bladed reel mounted on a bench to trim cloth to make a smooth finish after weaving. Budding realized that a similar concept would enable the cutting of grass if the mechanism could be mounted in a wheeled frame to make the blades rotate close to the lawn's surface. He went into partnership with a local engineer, John Ferrabee, and together they made mowers in a factory at

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October Board Meeting....

BOARD OF DIRECTORS MEETING

October 12, 2006

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

DIRECTORS REPORTS

Regional Director Bob Johnson thanked the Wothes for the Annual Picnic. Brian Carlson will be producing a CD of the cars and people at the picnic. The CD will be available from Brian for \$5.00. Dave Gustafson will send the information for ordering with the 2007 dues notices or members may contact Brian directly. Members are urged to bring their lanyards with nametags to all events. The lanyards are to be taken with you and not turned in when you leave the event. They are now your responsibility. Planning for the 2007 events will be done at the November Board Meeting. All those members who are interested in helping to plan the activities for next year should attend the meeting. Election of officers will also be held.

Treasurer Harvey Oberg reported the treasury balance to be \$1,921.31 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the paid membership remains at about 135 members. Dave needs a "Pride and Joy" article for the November newsletter.

Projects Director Bob Gavrilesu reported no new sales for the past month. Bob will contact *Continental Comments* to reduce the price in our ad. It was also suggested that we try eBay.

Activities: The next activity is brunch at Paradise Inn in Balsam Lake WI on Sunday, 15 October. Meet at the Sun Ray Shopping Center on I-94 in Maplewood at 10:30 for caravanning. Year end brunch will be at Al Bakers in Eagan on Sunday, 19 November at 11:30 AM.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be at Culvers in Maplewood on November 9th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe

Such a Deal!

Over the past months, you have been subjected to our constant pleadings in the newsletter soliciting articles about your cars for our feature column. For those of you who take the time to write an article about your car and send it to the editor, ***you will receive a 2007 Northstar Region calendar, FREE OF CHARGE.***

This offer is good until January 31, 2007, or until we receive 100 articles.

Get out your clay tablets and scribing tools and send the completed missive, with pictures, to David Gustafson, 308 Brandywine Drive, Burnsville, Mn 55337. email: davidwgustafson@att.net.

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Stroud, England. These early machines were all made of cast iron and featured a large rear roller with a cutting cylinder (reel) in the front. Cast iron gear wheels transmitted power from the rear roller to the cutting cylinder. Overall, these machines were remarkably similar to modern mowers.

Budding and Ferrabee were shrewd enough to allow other companies to build copies of their mower under license, the most successful of these being Ransomes of Ipswich which began making mowers as early as 1832. The company has made mowers continuously ever since, and is now the world's largest manufacturer of lawn care equipment.

By the 1850s, Budding's early patents had lapsed and other companies were able to introduce their own machines. In the middle of the decade, Thomas Green and Son of Leeds introduced a mower called the Silens Messor (meaning silent cutter), which used chain to transmit

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Directors Message

by Bob Johnson

November 2006

Our car hobby for this year is about to come to a close. It was a shame that we had to cancel the Coon Rapids Lincoln Car Show because the dealership was sold and closed. That is not the kind of progress that helps the old car hobby. We will be looking for another Lincoln dealership to replace the Coon Rapids car show.

The last event for 2006 will be our Year End Brunch at Al Bakers, Eagan, MN on Sunday, November 19th, at 11:30AM. Al Bakers is noted for great food at a reasonable price, and is easy to get to, being located just off I35E. Map and directions are in back of newsletter. Please RSVP to Bob Johnson, by Thursday, November 16th, at 651-257-1715 or email arbor-bob41@aol.com.

Please attend even if you are not able to RSVP, but it is a courtesy that helps the restaurant prepare the room for us.

With Christmas coming faster than we want, it is time to think of gifts for those friends and family that are interested in the old car hobby or are ready for a new hobby. A great gift would be a membership in the Lincoln and Continental Owners Club. Starting with the next issue of Lincoln and Continental Comment magazine, we will recognize by name the people who give a LCOC membership as a gift with the new members name in the new members column. This is a great way to recruit new members, and will create more interest in the LCOC which is what the Lincoln car hobby should be about. Our Lincolns are just a piece of the fellowship that you can enjoy when you get new people involved in the Club.

Our fall tour to Paradise Landing in Balsam Lake WI, for a Sunday Brunch on October 14th, was a lot of fun with nice

sunny day. We met at Sun Ray Shopping Center on I94, next to TJ Maxx, 10 cars made the 75 mile trip up the Minnesota side of the St Croix River. We had 29 people attend Brunch and 13 Lincolns displayed at Paradise landing. Roger and Barb Wothe's 1942 Continental Cabriolet was the oldest and the greatest attention getter, what a beautiful Lincoln. A separate article listing members and their Lincolns is elsewhere in newsletter.

At our November 9th, Region Board meeting we will be planning 2007's activities. Please attend and help us with the events that you would like to attend. We would like to do another over night tour, but we need an interesting place to visit. We will have no meeting in December, so please attend our meeting at Culver's restaurant, on Thursday, November 9th.

Brian Carlson is making up a CD of Lincoln pictures he took at our annual picnic. He is also including pictures that were taken by other members. The club will be having CD's for sale for \$5.00. You will be able to order it with your Region membership renewal in January.

We still need your PRIDE & JOY CAR ARTICLE. Please take the time to tell us about your Lincoln and what you enjoy about it. Every car has a story waiting to be told, if you need help on writing an article, please contact Dave Gustafson. 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.

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

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power from the rear roller to the cutting cylinder. These machines were lighter and quieter than the gear driven machines that preceded them, although they were slightly more expensive. At roughly the same time, Alexander Shanks of Arbroath introduced its range of Caledonia mowers and Ransomes introduced the Automaton. All were available with either gear or chain drive, and grass collection boxes were an optional extra. All these models, in various sizes and with minor modification, were in production well into the 20th century.

Innovation

The next major innovation in lawn mower design was the introduction of the sidewheel machines. Although invented in England, these machines were popular in North America where grasses are often coarser than in Europe. They had cast iron wheels at each side which drove the cutting cylinder directly by means of ratchets inside the castings. They did not have a metal rear roller, and were very light and inexpensive to make, which made them very popular all over the world.

Motorized mowers ap-

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Pride and Joy Continued..

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with the 460 cu in engine putting out about 210 lazy horsepower. The ride was plush but handling had to be completed by committee. The car would wallow quite a bit before steering input was acknowledged and the maneuver completed.

The Mark VII and VIII are both better driving cars. The Mark VII was a better handling car, but the Mark VIII would blow the doors off it. The Mark VII and VIII both weigh about 3800 pounds but the Mark VIII has 280 horsepower as opposed to 225 for the Mark VII. The Mark VIII has the free revving 4.6 liter four valve, dual overhead cam engine as opposed to the two valve 5 liter small block engine first introduced in the 1962 Fairlane with 221 cu. inches.

The first year I had the Mark VIII, I still owned the Mark VII and thus did not drive it much, especially that first winter. In the spring of 1994 I sold the Mark VII. It had 127,000 nearly trouble free miles. I then started driving the Mark VIII almost exclusively. I didn't have any other Lincoln at that time, but I did have my grandmothers' last car, a 1968 full size Ford. I still have this car but have made a number of changes. It now has 1996 Mark VIII seats and a 359 cu. in. Windsor which replaced the original 302.

Since acquiring the Mark VIII, it has been to many parts of the country. Many trips to Chicago and southern Illinois to visit relatives have been made. At least two trips have been

made to the desert area of southern California where my sister and her husband live. The car is a real highway cruiser. On one of the trips to California I got in a convey of trucks cruising well above the speed limit through Oklahoma. We made it across Oklahoma in record time. When we got to the Texas border the trucks all slowed down so I figured they must know something I didn't so I slowed down also. That is the way the car is, it just does whatever is asked of it without protest. Besides being comfortable the car gets great mileage for a V8. On the trips we get 25-27 mpg with the air conditioning on. In town with a normal mix of stop and go and freeway driving I have never gotten less than 16 mpg.

During the first few years the car still had performance tires on it. These are fine on dry pavement but worthless on rain, snow or icy roads. After two sets of performance tires in 50,000 miles I finally wised up and put speed rated all season radials on the car. Handling is not as crisp on dry roads but traction is vastly improved. At 83,000 miles (33,000 on the tires) the all season radials look hardly worn. The traction assist they put on the Mark VIII is a joke. The limited slip differential I had on the Mark VII was better on ice and snow than the traction assist on the Mark VIII.

The Mark VIII was nearly trouble free for the first 10 years. But after that I started having trouble with the air ride system. Whitaker L-M replaced the solid state relay at one

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peared in the 1890s as lightweight gasoline engines and small steam power units became available. Although steam mowers were the preferred choice for a few years, by 1900 gas engine mowers were winning in the market. Ransomes, Sims and Jefferies introduced a gas engine mower in 1902, and led the market until the First World War, although Shanks and Greens also made gas engine machines during this period.

The period immediately after World War One saw an unprecedented growth in lawn mower production. Technology had advanced, companies needed to find new markets for peace time products, and customers were moving to new suburban housing with small gardens.

Success

One of the most successful companies to emerge during this period was Atco, at that time a brand name of Charles H Pugh Ltd. The Atco motor mower, launched in 1921 was an immediate success. Just 900 of the 22 inch cut machines were made in 1921, each costing \$300. Within five years, annual production had accelerated to tens of thousands. Prices were cut and a range of sizes was available, making the

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Pride and Joy Continue

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point and I replaced it twice more. Thank goodness for eBay where I bought the relays for about \$12.00 instead of \$115.00 at the dealer. The real problem proved to be the air ride computer which somehow kept burning out the relays. I decided not to replace the computer and instead replaced the air springs with steel springs. There are a couple of companies that make kits to do this for any car with an air spring system. It was an easy job on the Mark VIII. I didn't even need a spring compressor. After disconnecting the air and electrical lines from the air springs and removing one bolt on the front and the shock absorbers on the rear, the air springs came out and the steel springs slipped in. No fuss, no mess. The car now handles better in the corners but rides a little rougher. You feel every bump and tar strip in the road. The body groans more due to increased body flex. But I will never have to worry about the air ride system again. The front wheel bearing assemblies started making noise at about 60,000 miles so I had to have them replaced. The wheel bearings and air ride system have been the only major problems I have had with the Mark VIII. It always starts, stops and does what I want it to do. If anyone needs air springs or a compressor, let me know.

Overall, Jeanne and I have been very happy with the Mark VIII. It is still a good looking car and has remained rust free for 14 years. It is now my winter beater but a weekly washing seems to have kept the rust away. Having bought the car new it is hard to believe that it could be entered in the LCOC National Meets.

Balsam Lake Brunch

Our tour to Paradise Landing, in Balsam Lake, WI, bought out 13 beautiful Lincolns, because of the nasty weather the previous week several Lincolns were already put in storage. We had 29 members attend the brunch and several members came in their daily drivers, but were able to enjoy a great day with friends and classic Lincolns.



Ready to depart Sun Ray Center

The weather had knocked down many of the leaves the previous week, but we still were able to see many shades of brown and yellow on our tour from Sun Ray Shopping Center. It was a beautiful fall day for the drive. Manning Trail to Scandia Trail, to St. Croix Trail. All nice driving. Along the way, a good observer might catch the sight of Bob Johnson's "Aviator" (previously mentioned in the April issue) parked on the Eastern side of the new Shafer International Airport. Over the St. Croix river and up to Balsam Lake, a nice drive to contemplate the brunch ahead.

Lincolns that made the trip were, a 1993 Mark VIII, Jim and Jeanne French, Inver Grove Heights; a 2004 Town Car, Dave Gustafson, Burnsville; a 1965 Sedan, Bob Jensen, St Paul; a 1989 Mark VII Convertible, Bob and Mary Johnson, Shafer; a 1992 Town Car, Art and Karen Munson, Marine on the St Croix ; a 1978 Town Coupe, Ray and Jeanine

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Standard the first truly mass produced motor mower.

Another company which became incredibly successful in the 1920s and 30s was Qualcast. Models such as its E sidewheel and Panther roller mowers sold in millions, at just 20 to 30 dollars each, to people with small lawns who needed an economical and reliable mower for a few minutes a week.

Surprisingly, seemingly modern ideas such as electric power and rotary cutting were all tried out in the 1920s and 30s, although they did not become popular until much later. Innovations in the 1930s and 40s led to lighter designs and smaller, more powerful gas engines. By the 1950s lawn mower technology had advanced greatly and machines were inexpensive and generally reliable. The introduction of plastic components in the 1960s reduced costs further still, although traditional designs were similar.

The major innovation of the the last forty years has been the rotary hover mower, made possible by widespread use of lightweight plastics and high-power, lightweight electric and gas motors. The

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Balsam Lake Brunch continued...

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Nelson, Princeton; a 1970 Mark III, John and Dorothy Palmer, Barnum; a 1978 Mark V, Bob Roth, Plymouth; a 1983 Mark VI, Ken Sampson, Chisago City; a 1977 Mark V, George and Gladys Traficante, St Paul; a 1942 Continental Cabriolet, Roger and Barb Wothe, Wayzata, and a 1978 Town Car, Brad and Carole Yoho, Stillwater.



Lincolns, Lincolns, Lincolns....



Kevin and Karrie Wilson

Roger Wothe and Ray Nelson won our door prizes, 2007 Lincoln Calendars. Frank Warner took several people over to his Centuria School building to view his Lincoln collection. On the way home, Rogers 1942 developed a fuel line leak. Ray Nelson took him to Bumper to Bumper Auto Supply in St Croix Falls, and they were able to get the parts to fix it. Roger and Barb

Wothe's 1942 Continental Cabriolet was the oldest and the greatest attention getter, what a beautiful Lincoln. We should all thank Roger and Barb for sharing such a great car by driving it on this tour and brunch.



George and Gladys Traficante



Maggie wants to know if her dad, Ken Samson will let her drive the Lincoln on the way home

What a great day it was to be able to enjoy the beautiful scenery, fine food, great friends, a fantastic restaurant, and so many Lincolns. Please let us know if we should repeat this trip again next year. Thanks to Bob Johnson for his help to plan and set up this event for the club.

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first 'hover' mowers were introduced by Flymo in the early 1960s. Sadly, many of the old lawn mower companies have disappeared, having gone out of business, moved into other markets or merged with each other. However, the machines continue to attract the interest of collectors and enthusiasts throughout the world, which is why the Old Lawnmower Club (England) was formed in 1990.

Even though its popularity dropped precipitously after the Second World War, the reel lawn mower has been here all along. Several hundred thousand hand or push mowers are currently being made with the number increasing yearly as more home owners seek to return to a quieter method of cutting the grass on the smaller plots of urban America. There has yet to be invented a more effective system of cutting grass especially at such short heights as those found on a golf course. Hydraulics and electronics are state of the grass cutting art, but the reel and bed knife are unchanged for 170 years.

From the Internet.....

The Mark VII, the right car at the right time...



Bob Johnson's Custom Mark VII

The **Continental Mark VII**, later called just the **Mark VII**, was a large and luxurious rear wheel drive coupe from Lincoln. Introduced in 1984, the Continental Mark VII shared its platform with the Ford Thunderbird, Ford Mustang, and Lincoln Continental (the Ford Fox platform from the code name of the first program using the platform). The platform was originally based on the Ford Fairmont and Mercury Zephyr in the early 80s. It was manufactured at the Wixom Assembly Plant in Wixom, Michigan through 1992. It was replaced by the Lincoln Mark VIII in 1993.

The Mark VII had most comfort/convenience options that were available in the 1980s. This included all power accessories, leather seating, keyless entry, an onboard computer/message center, digital instruments (on all except the LSC models after 1986). All Mark VII's came with full air suspension with an electronic ride control system.

The Mark VII was the first American vehicle with electronic 4-channel anti-lock brakes (November 1984, 6 months before the Corvette). It was also the first American vehicle with composite headlights.

Trim Levels

There were 4 trim levels to start with: Base, Versace Designer, Bill Blass Designer, and LSC. The Versace had unique stitched seats, the Bill Blass had pillow top seats with the initials "BB" etched in the backrest. By 1988, only

the Bill Blass and LSC remained.

The LSC was a performance oriented model, designed to compete against European luxury coupes like the BMW 630/635CSi and the Mercedes-Benz 500/560SEC, so it had a stiffer suspension, dual exhaust, sport leather seats, a higher output engine (until 1988 when all came with the 225 hp 302 from the Mustang GT) and sport styled 15 inch rims. Base Mark VII's and the designer series had wire rims and even an optional geometric rim. In 1988, 16 in (406 mm) turbine rims appeared on the LSC. For 1990, 16 inch rims based on the BBS RA Series appeared on the LSC. In 1991, the wheels became standard on both the Bill Blass and the LSC as the LSC suspension was standardized across the board. The LSC also had analog gauges (1986 onward) with a speedometer, tachometer, fuel level gauge, coolant temperature gauge, and separate trip and regular odometers. All the others had digital instruments with just a speedometer, fuel level gauge, and trip odometer. All Mark VII's had the rare option of a power trunk pull-down motor, in which the trunk lid was clicked closed and then automatically pulled down about an inch by a motor mounted inside the trunk. Also standard on all Mark VII's was an automatic dimming high-beam module. This worked via a sensor located in the rear-view mirror, and could be adjusted by a dial located on the dashboard. Of notable mention is the Mark VII GTC, a Lincoln Mercury dealer sold car built by Cars & Concepts with monochromatic paint, a body kit, and available performance upgrades. A select few were sent to Jack Roush Performance for suspension enhancements and optional 5.8L and T5 manual transmission conversions. The Comtech Mark VII, with a CRT touch screen, may only have existed in prototype form.

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Mark VII continued...

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Trim Levels by year:

1984-1987 Continental Mark VII (Base)
1984-1985 Versace Designer Edition
1984-1992 Bill Blass Designer Edition
1984-1992 LSC (Luxury Sport Coupe)
1990-1992 LSC SE (Monochromatic paint and trim,
Black, Garnet Red Metallic, Electric Current Red Metallic and Titanium Metallic)

Engines

The engine choices were a 5.0 L V8 and an ultra-rare (200-500 made) 2.4 L Straight-6 diesel. The diesel was a BMW design with a turbocharger. Rumors have it that a 5-speed manual transmission was bolted to at least 1 of these diesels. It was available on all trim levels until the engine was dropped after 1985.

Engine options:

2.4 L I6, 115 hp Diesel (1984-1985) w/ ZF 4 Speed Automatic

Several variations of the 5.0L V8
140 hp CFI (1984-1985) w/ AOD 4 Speed Automatic
180 hp CFI (1985 LSC) w/ AOD 4 Speed Automatic
150 hp, 275 lbf.ft SEFI (1986-1987) w/ AOD 4 Speed Automatic
200 hp SEFI (1986-1987 LSC) w/ AOD 4 Speed Automatic
225 hp, 300 lbf.ft SEFI (1988 - 1992 ALL) w/ AOD 4 Speed Automatic

The Mark VII LSC was on *Car and Driver* magazine's Ten Best list for 1986.

2007 NorthStar LCOC

Club Calendars now available

\$15.00

Call or email David Gustafson
davidwgustafson@att.net
952-435-1919/866-482-0897

Price includes USPS Priority Mailing

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

1947 Lincoln Continental Coupe

Needs restoring, no motor in car. Have complete V12 Engine. Front and rear bumpers have been rechromed. Gas tank has been cleaned and coated. Have all chrome grille parts. Body is good - No Accidents Fairly priced at \$4,500.

Also have a 1956 Lincoln engine \$300
1956 Lincoln fender skirts \$150

Call Ted Anderson at 763-561-8143

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 from Alexandria, MN offers the following:

The downsizing of our fleet is nearly done, but we still offer the following Lincolns for sale:

1978 Mark V Diamond Jubilee in blue. Blue velour bucket seat interior with leather wrapped console. 460-V8, all options including powered moon roof but no CB radio. Still on California title, white California plates available. Driven from California to Illinois to Minnesota. All horizontal surfaces repainted from side pinstripes up. Vinyl top and deck lid pad need recoated or new vinyl. A very nice driver with 67,000 miles. \$4500 OBO. Presently in storage inside.

1965 Lincoln Continental, 4 door convertible. Robins egg blue, white top, medium blue leather interior. miles. Car has spent entire life between Riverside, Ca and Wickenburg, AZ, garaged inside, and has NO rust and NO normal southwest dry rot on dash pad or seat tops. Transported to ILL and it's present MN home. Member Gordon Jensen probably has all the parts needed to restore this car to driver or show quality status. Asking \$8,000 Firm.

1953 Lincoln V-8 engine. Complete from water pump to flywheel. No exhaust manifolds, but carb included. Probably needs total overhaul. \$275 OBO. On skid

Class A (3500 lb) trailer frame hitch. Fits 1977/79 Mark V or T'Bird. Minnesota made. \$50

Mark V Collector Series blue leather wrapped tool kit. Still in original box. \$450 OBO

Mark V Collector Series - wood insert key blanks (pair) new uncut. \$100 OBO

Numerous Mark V and Mark III parts. Including complete Mark V a/c condenser module, Dash modules, and grilles, and Mark III dash gauge pods (chromed) and tail light assemblies. Call, I may have what you need. Parted two Mark V's.

Call Ron Fenelon at 320/763-4197 or email at r1f8536@gctel.net.

For Sale

1972 Lincoln Mark IV

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

Call Don Pennock 651-488-1596

Cell 651-253-5516

1969 Mark III

The feature car of our May 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 Rosenwinkel

952-941-3700

Preview of Coming Attractions

The following include scheduled club events

- November Year End Sunday Brunch, November 19th 11:30 AM, Al Bakers, Eagan, MN.
Map and directions in November issue. Good prices, even better food.
- December No planned events. Stay home with your family.. Buy your wife some good car
books and lots of Craftsman or Mac tools. A nice Lincoln K series from the late
30's would be great, perhaps with little minor restoration required, like replacing
the bulb in the glove box... One can dream...
- January Sunday Brunch. Time, Date, and Place in the next issue.

Planning is now under way for activities in 2007.

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.

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.

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



NORTHSTAR LCOC BRUNCH Last Club event for 2006

SUNDAY, NOVEMBER 19th, WILL BE OUR LAST LCOC EVENT FOR THE YEAR.

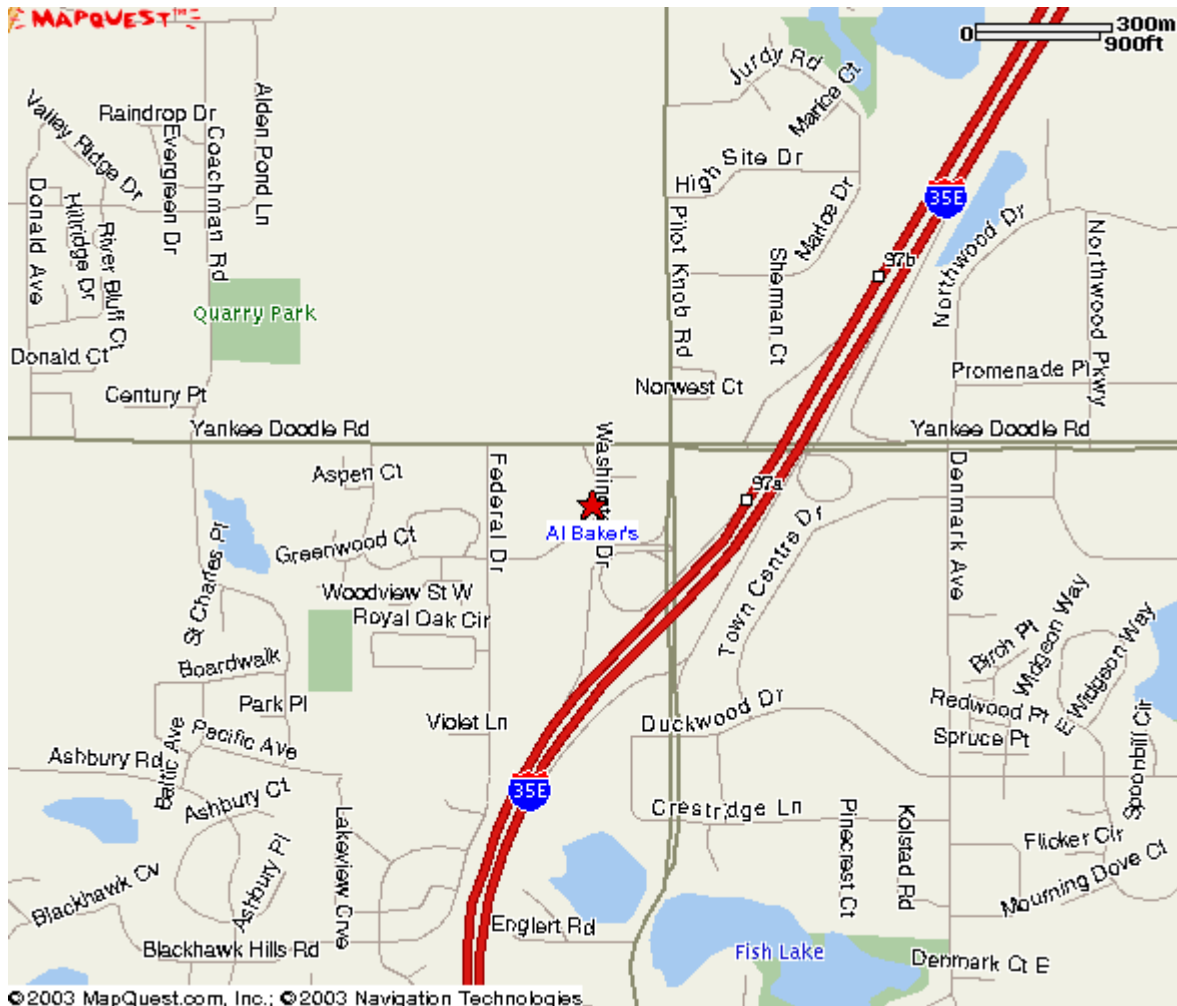
MEET AT AL BAKER'S, EAGAN, MINNESOTA AT 11:30 AM.

WE HAVE BEEN THERE BEFORE AND HAVE ENJOYED THE GOOD FOOD THAT AL BAKER'S SERVES UP. BE THERE AND VISIT WITH THE REST OF YOUR CLUB MEMBERS OVER BRUNCH.

WE LOOK FORWARD TO SEEING YOU ON NOVEMBER 19TH AT AL BAKER'S.

Please RSVP by phone to BOB JOHNSON at 651-257-1715 by NOVEMBER 16th, 2006. email: arborbob41@aol.com

The fun is at Al Baker's on November 19th



AL BAKERS, EAGAN, MINNESOTA

LOCATED AT 3434 WASHINGTON DRIVE

INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

The Al Baker Family has been in the restaurant business for 34 years. Mr. Baker was the General Manager at Howard Wongs in Bloomington from 1967-1981. In 1981 the Baker's developed the Burnsville Ground Round which they operated until 1987 at which time the business was sold to the Ground Round Corporation. Al Bakers is famous for their "Classic Americana Cooking." For over 15 years they have served some of the best food around.