

My Pride and Joy



Bob Anderson's 1939 Continental prototype, truly one-of-a-kind. The beginning of many more great cars to come from Lincoln.

Introduction by Bob Johnson, Northstar LCOC.

Mary and I, along with Northstar members John and Dorothy Palmer recently had the pleasure of sitting with Bob and Pat Anderson of Houtzdale, PA, at the LCOC Eastern awards banquet this past September in Lancaster PA. Bob has always loved Lincolns and when he was able to purchase the 2nd 1939 Zephyr Continental Prototype Cabriolet, he did in a heart beat. It was many years before the restoration was finished. The car was initially displayed at the 2003 LCOC National Meet in Dearborn, where we were among the first to see it.

This Continental was called the "Engineering Car" and was the start of the evolution of the Zephyr by stretching the body about a foot. Bob has driven the car only 127 miles since finally completing restoration as of October 16th, 2009. This car is a true trailer queen as it is just too valuable to drive. Just think, if it wasn't for this car and the success of the forthcoming models, there would be no Lincoln and Continental Owners Club. While I was talking to Bob, he mentioned that he had dinner a few nights earlier with Lloyd and June Pearson, who were on their way to Florida for the winter, and had stopped in Hersey for a visit. That is fellowship at its finest, when old friends active in the hobby can spend some time together.

Bob forwarded an article that originally appeared in Hemmings, which provides more detail into the history of the car and covers his years of ownership. We are reprinting it as many of you may have missed it first time around.

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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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Board Of Directors - 2008-2009

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

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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Bob Anderson behind the wheel.

Although Henry Ford normally gets the credit for the great cars from Dearborn, there are several models that his only son, Edsel, dreamed of and saw completed. Edsel's visionary influence would go on to shape the evolution of the company and its designs. It was he who convinced his father to replace the Model T with the Model A and after that car's success, Henry relented and made sure no products left a Ford factory without Edsel's approval. One of the cars he approved was the Lincoln Continental, designed by Eugene "Bob" Gregorie, Jr.

Actually, the Lincoln Continental of the 1940s was the result of evolution from the Lincoln Zephyr. When Ford's styling department was formed in 1935, Edsel named Gregorie, just 27, as chief stylist. He wasted little time in proving he had the right stuff for the job. He transformed the 1934 "Century of Progress" World's Fair show car into what would be the 1936 production Lincoln Zephyr.

Edsel had plenty of guidance to offer to Gregorie in designing his dream car. His vision was influenced by the distinctive automobiles he saw in Europe--vehicles with long hoods, short trunks and spare tires mounted on the back. He called these "continental styles." In September 1938, Edsel returned to Dearborn

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Trivia from the Internet



Eugene T. "Bob" Gregorie, father of the Lincoln Continental.
1908 - 2002

Eugene Turrenne "Bob" Gregorie, Jr., US auto designer was born in New York City in 1908. Bob Gregorie's youth was spent on the East Coast of the United States, primarily on Long Island. This marine atmosphere inculcated in him a lifelong love of ships--steam yachts and sailing vessels. In 1927 he started as a draftsman at Elco Boat Works in Bayonne, NJ, and moved to yacht designers Cox & Stevens in NY in 1928. As a young man, he spent his professional apprenticeship in the great ship design firms in the New York City area. Much of his later success he attributes to this exacting

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Editors Message

October is now history. It started out cold and went down hill from there. Snow, rain, strong winds and more rain and snow. All we can say is it is a good thing that it wasn't November, as we would have been up to our ears in snow. Even Faithie was shaking her head. Snow, she doesn't mind so much, but rain is no fun when you have to go outside to use the bathroom.

We received several invitations to view the new 2010 Lincolns from area Ford Lincoln and Mercury dealers. The really big show was on the 15th, and I went over to our closest dealer, Apple Valley Ford Lincoln Mercury to

catch what's new from Ford. I was immediately welcomed by Brad Silk, a very personable sales consultant with the dealership. We talked a bit about the all new Lincoln MKT and how very different it is from what we have grown to expect from Lincoln. For all practical purposes, the MKT is the Town Car replacement. The Town Car will continue to soldier on for another couple more years, and then fade away into obscurity. In some ways, this is a shame, as the Town Car represented a good value for those desiring a very large, comfortable car, capable of covering long distances each day and quite miserly on fuel consumption.

Brad was gracious enough to offer me an opportunity to test drive the MKT. It was a very attractive grey metallic color. The MKT is a large car, with probably more room inside than late model Town Cars. There is no ignition key, but uses an elec-



Ch. Faithie admiring Dad's new Lincoln flag, recently won at a Northstar club event. It's her favorite color.

November 2009

tronic device that you carry in your pocket or purse, and when inside, communicates the proper code to the car, which allows you to push the start button, and off you go. The demo that I drove was the twin turbo model with 355 hp under the hood. The MKT is very solid and heavy car, but to the driver feels surprisingly nimble. Only a very slight touch of the throttle is necessary to make the car go easily forward. You can really sense the power waiting quietly in reserve, for those moments of need. The sticker price was not insignificant, but is still many dollars cheaper

than equivalent foreign cars in the class of Jaguar, Mercedes and BMW. Many great features include an improved navigation system with a larger display, a blind spot warning system, three rows of seating, radar based cruise control, rear camera activated when backing up, center console refrigerator, between the front and second seat rows. There even is an automatic parallel parking feature, which can expertly park your car for you. It truly is a great drive, one that I will seriously consider next summer when it comes time to bid farewell to the MKX. Our thanks to Apple Valley Ford and Brad Silk for providing me with this very fine experience. Stop by your local Lincoln dealer and check out the new MKT. You will be pleasantly surprised.

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

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discipline.

In 1929 he began automotive work at Brewster & Company, and the same year at General Motors with Harley Earl, but almost immediately the stock market crash cost him his job, and he returned to Cox and Stevens.

With the shock waves generated by the 1929 stock market collapse and the ensuing Great Depression, Bob Gregorie was faced with the reality that yacht commissions were becoming few and far between. Characteristically, he turned to automotive design where he hoped to apply the design fundamentals he had acquired in ship design.

After discouraging stints with the fast fading custom body firms, he arrived in Dearborn where he had been referred to the Ford Motor Company.

In 1931, at age 22, he was hired by Edsel Ford, president of Ford Motor Co. and son of founder Henry Ford. The two became an inseparable design duo.

"Gregorie's primary attribute was he could translate what Edsel

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Directors Message by Bob Johnson November 2009



Remember when I wrote that September was our summer! What has October wrought, early winter and no fall. We needed the rain, but it is way too early for snow. Indian summer is what we now have to hope for, a dream of nice weather to get out and cruise the highway just a few more times in our Lincolns. I hope that this is just a dream and we do have a lot of nice weather yet this year.

Saturday, October 4th, was our 3rd Annual Lincoln Car Show at Luther North Country Ford, Lincoln and Mercury, in Coon Rapids. We had 9 great Lincolns brave the cold and rain as our string of beautiful weather for our previous four car shows in Coon Rapids in October ran out. This was not a normal October day which in the past had been just the opposite good weather. The high light for this car show was that we had three Mark II's attend and they swept the three Peoples Choice Awards. We are invited back to Coon Rapids next year, let's hope the weather is a lot warmer. More on this car show else where in newsletter.

November is here and our last event will be our Year End Brunch, Sunday November 15th at Al Bakers, 3434 Washington Ave(one block west of 35E), Eagan, MN, at 11:30 AM. We will have a private room to enjoy great food, good service with a reasonable price. Please come and visit with friends and enjoy the great fellowship that our North Star Region has because of our great members. Please RSVP to Bob Johnson by Thursday, November 12th at 651-257-1715 or email arborbob41@aol.com.

No one sent Dave a "My Pride and Joy" car article for November. We were lucky that Bob Anderson, who owns the 1939 Lincoln Zephyr Continental Prototype Cabriolet gave us material to write about the car that started the Continental marque. If you have been thinking about writing your first article, please do it NOW, we have no articles on hand ***We need your car article; and we want to hear about your Lincoln.***

At our November Board meeting we will discuss activities for 2010, please check out our tentative schedule. If you have a special place that you would like to share with the North Star region we would like to know about it. Please contact any one on our Region Board of Directors with information about the place and what we would do. In January we will have a Sunday Brunch at Jake O'Conner's, Public House, Excelsior MN. Roger and Barb Wothe are working out the details more information in next newsletter.

The 2010 LCOC National Board Meeting, will be held in Orlando, Florida. January 20-23. Any Region member is welcome to attend. If you are interested please contact me. The Club would like to have you attend and get your input.

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

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Ford wanted into three-dimensional designs," said Jim Farrell, who has written extensively about the history of Ford designs. "He could sit and sketch while Edsel talked in his office." Mr. Gregorie's first assignment was to design a small vehicle for Ford's European market. He produced the Model Y, which became successful in England, Germany and France.

In 1935, Edsel Ford decided to bring all the company's design work in-house and made Mr. Gregorie chief of the new department.

Mr. Gregorie soon was at the center of a conflict between Henry and Edsel Ford, who disagreed on the importance of a design team.

Edsel B. Ford, who had been the avatar of tasteful design at the Ford Motor Company since the early 1920's, had, with the success of the 1932 Ford V-8, established a small professional design center at the Dearborn complex. Hereto-

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October Northstar Board Minutes

BOARD OF DIRECTORS MEETING

October 1, 2009

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Culvers in Maplewood. Board members present were Bob Johnson, David Gustafson, Bob Gavrilescu, Bob Roth, Tom Brace, Harvey Oberg and Roger Wothe. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the host of this weekend's Car Show at Luther North Country Ford Mercury Lincoln has sent notices of the show to all of their customers with Lincolns over fifteen years old. There were no nominations for the Director's terms which are expiring at the end of this year. The present Directors have agreed to extend their terms and were reelected by acclamation. All National Officers supported by the North Star Region were elected; Jack Shea, John Talbourdet, Bruce Hutchinson, Art Whitmire and Dan Szwarc. National Officer election held in Lancaster PA on 12 September 2009 reelected President Glenn Kramer, Executive VP Art Whitmire, VP Regions Bob Johnson, Treasurer Jack Shea and Secretary Darren Klinger. The proposal recommended at the fall picnic to increase the Board of Directors from seven to nine will be a topic of further discussion.

Secretary Roger Wothe reported that an auction was not held at the picnic in order to spend more time viewing Morrie's car collection and visiting. An auction will be held at another event in the near future.

Treasurer Harvey Oberg reported the treasury balance to be \$4,320.75 with all bills paid.

Membership and Publications Director Dave Gustafson reported the current membership to be approximately one hundred forty-six. He needs more "My Pride and Joy" articles.

Activities: Year End Brunch will be 11:30 on Sunday 15 November at Al Baker's in Eagan. Additional activities will be posted in the newsletter.

There being no further business, the meeting was adjourned at 8:10 P.M. The next Board meeting will be at 7:00 P.M. at Culvers in Maplewood on Thursday 5 November.

Respectfully submitted by Secretary Roger Wothe.

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fore dependent on local body firms, Ford decided to develop special bodies at his personal direction. To head up the operation, he hired young Bob Gregorie to head up Ford's new internal styling group, which from this time on would not need to use Briggs or any other outside styling sources.

They hit it off almost from the beginning. Edsel was delighted with Gregorie's marine design background and his quiet air of confident authority.

Gregorie used his new authority well. He had witnessed the 1934 controversial introduction of the Chrysler Airflow which was "too streamlined" to suit public taste. In particular, the public disliked the blunt, rounded hood. He did not repeat this fatal error. So he moved the engine (of the Dream Car concept) to the front and added a graceful hood shape similar to an inverted, underwater ship's prow, which dramatically changed the character of the design. Gregorie's classic revised design was patented in 1935.

The name Zephyr was clearly a reference to

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Pride and Joy continued....

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with a "continental" car in mind. Fortuitously, Gregorie was already thinking along the same lines. A year later, Gregorie sketched a prototype from a 1939 Lincoln Zephyr. Taking this car, he lowered and lengthened the hood, removed the running boards and added a spare tire on the rear. Edsel approved the clay model and the project was sent to Henry Crecelius of Lincoln Body Engineering.

There, Gregorie selected a 1939 Lincoln Zephyr body as the basis for the new design; he chose a convertible sedan to take advantage of the chassis bracing. The Zephyr's floor pan, wheelhouses and basic body panels were used, but inserts were placed in the front fenders, stretching them a foot. Another foot was added to the hood, but the rear of the car didn't differ much from the original Zephyr design. Most body panels were hand-formed with liberal amounts of solder and lead--in the end, the car weighed nearly 5,000 pounds. Power came from Lincoln's 267-cu.in. V-12, equipped with a three-speed manual transmission. The first prototype, H-74750, was sent to Florida in the winter of 1939, where Edsel was on vacation. There, his two oldest sons, Henry II and Benson, drove the car near Palm Beach. People were so impressed with the car that Edsel received 200 orders almost immediately.

Despite it having a water leak problem, Edsel phoned Gregorie during his vacation to have him start building a second prototype, with some changes. Our feature car, owned by Bob Anderson of Houtzdale, Pennsylvania, is that second prototype, known as the "engineering car." It was built as a 1940 prototype on the same 125-inch wheelbase as the unit-body Zephyr and Edsel's personal car; the hood and front fenders were lengthened by only eight inches. The doors were moved further forward and the interior room increased. The trunk on the second prototype stood a little taller to increase luggage space. Most of the other parts were standard-issue for 1939 Lincoln Zephyrs or Mercurys. The standard Zephyr door handles, hubcaps and "teardrop" taillamps were used. Inside, a huge circular speedometer and odometer housed all gauges. There were two ashtrays and a lone cigarette lighter, but no radio, heater or other accessories. Even the steering wheel was a standard Mercury part.

The engineering car, painted black with a tan leather interior, was completed in June 1939. The Lincoln engineering staff drove the car that summer for testing and to refine the mechanical features planned for the 1940 production models. Edsel gave the vehicle to Gregorie in late September 1939 for his personal use. In fact, Bob has the ultimate piece of documentation for his prototype--the original 1939 Michigan registration in Gregorie's name, with his signature, a gift from Gregorie's widow, Evie.

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More Pride and Joy

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the first truly streamlined train, the Burlington Silver Streak Zephyr, designed by Albert Dean of the Budd Company that debuted at the Century of Progress Exhibition in Chicago in 1934. The very word, Zephyr, suggested the latest in streamlining technology.

The Museum of Modern Art later called the Lincoln Zephyr the first successful streamlined car in the US, and it led to the even more classic Lincoln Continental of 1939. The Lincoln Zephyr, designed by John Tjaarda and Howard Bonbright of the Briggs Manufacturing Company for Ford under the supervision of Henry's son, Edsel, and revised by Bob Gregorie, was introduced in 1936.

It was based on an earlier rear-engine design by Tjaarda, the Briggs Dream Car shown at The Century of Progress Exhibition in 1933-1934. The design had a short front hood which sloped down quickly (similar to the original VW Beetle) which was consistent with the new

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The first car was ordered dismantled. A document dated October 9, 1939, gives the reason for dismantling prototype No. 1 as being "of no further use." Rumors have circulated for years a third prototype was built, intended for Benson and Henry II, but they're just that--rumors.

Gregorie drove the second car until 1941, when he sold it for \$800. By that time, he had modified it so heavily that the car could hardly be recognized. Sometime during World War II, the Lincoln made its way to southern California. There, the car was used to drive clients of an aircraft company to meetings. Later, a fire-fighter bought it and, while building a house in Woodland Hills, he reportedly jammed building materials into the one-of-a-kind car.

In 1952, the car was sold for \$125 to Ralph Ball of Tarzana, California. Unfortunately, in 1956, another car plowed into the Lincoln, heavily damaging the car's left side and putting Ralph into a wheelchair temporarily; he then put the car in storage.

In 1959, Lincoln and Continental enthusiasts heard about the car and tried to buy it for a club restoration project that did not materialize. However, Lincoln and Continental Owner's Club member Jesse Haines was eventually able to buy the car and had it shipped to Ambler, Pennsylvania, in April 1963. He began a restoration, but never completed the project. Around 1972, Bob, the current owner, began hounding Jesse to sell

the car and, in 1977, succeeded in his quest. He brought the car home to Houtzdale in what he described as "derelict" condition.

Bob, a lifelong Ford and Lincoln enthusiast, had other priorities and put the prototype Lincoln into storage until 1999, when its restoration began in earnest. Bob spent years sourcing Lincoln N.O.S. parts, and so had many at his disposal. "The car had had a V-8 installed while it was in California. It was missing an engine and transmission when I got it, but I had a V-12 and transmission, so it worked out."

The elder Anderson does not profess to be a mechanic by any means, but dove right into the project anyway. He and his sons, Todd and Bob Jr., did much of the work themselves, including rebuilding the V-12. They lavished attention on every detail--even polishing the aluminum cylinder heads.

There was no air cleaner on the prototype, which meant unusually high under-hood temperatures. To alleviate this problem, Gregorie had ordered extensive amounts of lead be put into the hood--today, Bob needs to use a prop rod to keep the hood open due to the weight. Bob Jr. had to fabricate an air cleaner, because the one normally found atop a 1939 Zephyr V-12 wouldn't work; since the hood and cowl of the Continental prototype were lowered considerably, the taller Zephyr air cleaner wouldn't fit. Another problem facing Bob during the restoration was that the doors'

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"streamlining" trend. "The designs of Gregorie are timeless," said Henry Dominguez, the author of "Edsel Ford & E.T. Gregorie." "They're well-proportioned, clean." Mr. Gregorie, with Edsel's guidance, designed every Ford, Mercury, Lincoln-Zephyr, Lincoln and Ford truck and tractor produced between 1935 and 1945, Dominguez said. Several of these models are highly regarded by today's collectors.

According to Dominguez, Gregorie will be best remembered for his design work on the 1936 Lincoln Zephyr and the 1939 Lincoln Continental. Dominguez also stated that Frank Lloyd Wright considered Gregorie's Continental "the most beautiful car in the world."

Edsel Ford's vision of modern design which had early taken shape with the stylish, custom-bodied Lincoln began to flower in 1936 with the emergence of the boldly streamlined Lincoln Zephyr which, two years later, provided Ford and Gregorie with the base of one of the most admired designs of the 20th century: the Lincoln Continental. Artfully blending

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Still more pride and joy....

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latch parts conflicted with the window mechanisms. No one knows if they ever successfully worked together on the prototype. Without answers, the Andersons re-engineered the parts to make them mesh. That issue solved, another problem reared its ugly head--when the top was down and the door glass raised, it is impossible to close a door without breaking a window channel, because there's nothing to support the heavy glass at the top when the door hit the jamb. On production Continentals, a rigid bar separating the vent window from the side glass includes a deep channel that eliminated this problem. Unfortunately, the Andersons haven't been able to engineer a comparable solution for the prototype; Bob says they just make sure to roll down the windows when the top is down.

After finishing the car, Bob wanted to ensure that the engine was properly broken in. He rented out Clearfield (Pennsylvania) Speedway, which was then paved, and put 75 miles on the car riding around the 5/8-mile track. Bob says he doesn't drive the car much today, as most of the streets around his town are in terrible condition.

We recently had the pleasure of viewing this piece of history on a sunny day in this central Pennsylvania town. The ride was quite comfortable and extremely quiet, thanks to the V-12. During our photography session with this one-of-one, Bob mentioned a leather-wrapped steel tube "X" brace under the dash. "Gregorie had driven the car to New

York once and felt vibrations so bad, he stopped at a lumber yard, bought some 2x4s and built a temporary brace. When he returned to Michigan, he had a brace made and welded in under the dash to keep the body from twisting," Bob said. The only brace ever made remains in the car today.

The Andersons' restoration efforts paid off and, when the car was first shown at the Amelia Island Concours d'Elegance in March 2002, it wowed the crowd and won First in Class. During that trip, Bob arranged to meet with Gregorie, who had not seen the car in 60 years. The 94-year-old designer reminisced about the car he designed during a ride. "He was thrilled to get a ride in the car with me and he was like a kid at Christmas. His eyes lit up and it certainly was a thrill for me," Bob says. "It was great for both of us. To get a chance to meet the designer of the prototype and give him a ride was absolutely great." Gregorie died nine months later, on December 1, 2002, but his legacy lives on in the generations of Lincoln Continentals derived from his original design.

Editors note: The story above originally appeared in Hemmings Collector car magazine several years ago. Those of us in the hobby are very appreciative of the efforts of collectors such as Bob Anderson who have gone through the time and considerable expense to rescue this truly one of a kind classic and return it to its original condition. Perhaps, one day, the Continental name will be in the Lincoln catalog again.

October North Country Car Show

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the radical shape of the Lincoln Zephyr with Edsel Ford's vision of a "continental" automobile, Gregorie and his talented design staff produced the sweeping, soaring lines of what was to become the 1940 Lincoln Continental. Introduced in the fall of 1939, the Continental was a critical success largely due to its classic, yet modern body contours. Its acceptance by design aficionados and a select consumer audience was universal. In 1951, it was selected by the Museum of Modern Art as one of the eight best pre-war automotive designs.

Mr. Gregorie lost his protector when Edsel Ford died of cancer in 1943. He left the company soon after that, returned at Henry Ford II's request in 1944, but left again two years later when he found himself frequently at odds with top management.

The 1949 Mercury was the last car that Gregorie designed for Ford Motor, and the last design that Edsel Ford approved. Edsel Ford died in 1943, and Gregorie left the company in

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Saturday, October 4th, was our 3rd Annual Lincoln Car Show at Luther North Country Ford, Lincoln and Mercury, in Coon Rapids. We had nine great Lincolns brave the cold and rain as our string of beautiful weather for our previous four car shows in Coon Rapids in Octo-



ber finally ran out. The weather was just a preview for what was in store for the next two weeks, rain and two measureable snows. This was not a normal October day which in the past had been just the opposite, good weather. The cool day was not



fit for even bears, which made most of our hardy members stay home as the wet weather was only in the high forties. So much for global warming, but we have said that all summer. The high light



for this car show was that we had three Mark II's attend and they swept the three Peoples Choice Awards.



Pictures, Top to Bottom: Jack Simler's Mark II, Ray and Jeanine Nelsons Mark II, John and Dorothy Palmer's Mark II and Roger Wothe's 1942 Continental Cabriolet.

Our Peoples Choice Award for Best of Show went to a Tan, 1956 Mark II, John and Dorothy Palmer, Barum. Our 2nd place award went to Maroon, 1957 Mark II, Ray and Jeanine Nelson, Princeton; our 3rd place award went to a White, 1956 Mark II, John Simler, Evansville. John also won our Long Distance award for driving over 170 miles from Evansville to attend. Our top door prizes a Lincoln flag was won by Ray Nelson and a Lincoln wrist

watch was won by John Palmer. Luther North Country Ford Lincoln Mercury donated many of the door prizes. Every one went home with a door prize. General Manager Mike Swoboda and Sean Devine, New Car Sales Manager from Luther North Country, provided a great grilled lunch of hamburgers and brats which really

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1946.

At the age of 38, Gregorie moved to Florida and designed and built a yacht and spent much of the next two decades sailing and designing yachts. He never returned to automobile design.

Gregorie with characteristic modesty attributes the design of the Continental to Edsel Ford's inherent good taste and critical eye. "He was," says Gregorie, "a generous and perceptive mentor who closely followed the development of his dream car." But much of the credit for the Lincoln Continental's design must go to Bob Gregorie whose masterly implementation of his mentor's suggestions produced an enduring triumph of modern automotive design.

After a lifetime of exemplary design work, Bob Gregorie passed away at his home in St. Augustine, Florida on December 1, 2002 at the age of 94. His designs however, will live forever.

From the internet...

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took the chill off the day.

Due to the dreary weather, we had only one great Lincoln shown for the first time, A 1995 Mark VIII, Dave Gustafson, Burnsville. The oldest car at this show was driven by Roger Wothe, Wayzata, a



plying so many door prizes from their dealership. The whole staff was very friendly and helpful, a great dealership to do your business with.

We want to thank all who attended this car show, your effort to bring your car to this type of event despite the miserable weather is appreciated, this is what the car hobby is about, FUN and FRIENDS.



1942 Continental Cabriolet.

We want to thank Mike Swoboda and Sean Devine and all the staff at Luther North County, for hosting this event, serving lunch and sup-



Pictures, Top to bottom: John and Dorothy Palmer, Peoples Choice Award; Jack Simler, 3rd place and long distance award; Ray and Jeanine Nelson, 2nd place; Northstar Director presenting the commemorative 2009 car show plaque to North Country Ford Lincoln Mercury.

MKT puts Lincoln ahead in field BY MARK PHELAN, Detroit Free Press

The new face of Lincoln came into focus as the sleek 2010 MKT luxury crossover zipped by a bloated Lincoln Navigator SUV on the highway. Like a lion closing on a water buffalo, the MKT toyed with its prey before shooting past, leaving the Navigator to waddle in its wake.

The MKT's fuel economy, style, performance and advanced features make it much more than an alternative to behemoth yester-vehicles like the Navigator, however. It's the first Lincoln with technology, comfort and sophistication that surpasses competitors from Acura, Audi, BMW, Mercedes-Benz and Volvo. Prices for the MKT start at \$44,200 for a front-drive model with a 268-horsepower 3.7-liter V6. All-wheel drive models start at \$46,195 with the same engine and rise to \$49,200 for an MKT equipped with Ford's muscular and fuel-efficient 355-horsepower twin-turbo, direct-injection Ecoboost 3.5-liter V6. All MKTs come with a six-speed automatic transmission.

I tested a very well-equipped Ecoboost MKT that cost \$53,795. All prices exclude destination charges. The MKT's key competitors are luxury crossovers with three rows of seats like the Acura MDX, Audi Q7, BMW X5, Mercedes-Benz GL-class and Volvo XC90.

Because of the Ecoboost engine's high output, V8-powered models of the Q7, X5, GL and XC90 are the most direct competitors with the vehicle I tested. The MKT stacks up favorably, thanks to its fuel economy, performance and many sophisticated features. Unlike traditional SUVs like the Navigator, the MKT and other crossover SUVs use a car-type unibody chassis rather than a pickup-style body-on-frame chassis. That reduces weight compared with SUVs built for serious off-roading and to tow horse trailers. The MKT can tow up to 4,500 pounds, less than its key competitors. The all-wheel drive MKT compensates for that with more power and higher fuel economy than the V6-powered MDX and the V8-powered European competition.

The AWD MKT's twin-turbo V6 generates a whopping 350 pound-feet of torque from a measly 1,500 r.p.m. The throttle response is immediate and satisfying, providing confident acceleration from a stop and Navigator-devouring performance in the passing lane. There was a mild wind whistle from the passenger-side A-pillar at highway speed in the car I drove, but the MKT was otherwise quiet and comfortable. The MKT's smooth ride and responsive handling make it feel considerably smaller than its 207.6-inch overall length. The MKT is just 0.8 inches shorter than the bulky Navigator, but vastly more maneuverable. In parking lots, highways and curving back roads, the MKT feels nimbler than luxury crossovers like the Audi Q7 and Volvo XC90.

The MKT offers a wide range of advanced features that include blind-spot alert, a warning of cross traffic when you back out of a parking spot, radar-based adaptive cruise control and front collision alert, voice-controlled navigation and Sync, the system Ford and Microsoft developed for voice control of mobile phones, iPods and other audio devices. The MKT -- and for the 2010 model year, Lincoln's MKS sedan -- also offer a very effective system that parallel parks the car automatically. It proved faster and easier to use than the self-parking system Lexus introduced on its LS 460 luxury sedan a couple of years ago. The driver activates the system by pressing a button labeled "Auto P." That immediately brought out my inner Beavis and Butthead -- "It says the car's gonna pee, heh, heh, heh" -- but the system performed flawlessly aside from making me giggle like a seventh-grader.

The MKT's interior provides plenty of passenger room in all three rows of seats. Headroom is generous, and the 17.9 cubic feet of storage space behind the third seat is near the top of its class. With the seats folded flat, the MKT becomes a cargo hauler par excellence. The interior materials also rate high, with soft surfaces, appealing textures and shapes. The MKT I tested featured blonde wood, light-gray perforated leather and gray and anodized trim pieces. Tastefully applied chrome added highlights without becoming gaudy.

The MKT's styling sets the tone for Lincoln's future models. The flowing shape and bold grille are striking and immediately recognizable, a far cry from the anonymous appearance that has plagued Lincoln's cars for a decade. The MKT's looks, performance, technology and value make it a leader among seven-seat luxury crossover SUVs.

This article originally appeared in the October 8th issue of the Detroit Free Press.

Great Stuff



1981 Continental Mark VI
Two door coupe with sun roof

Am losing my storage, so I need to sell this fine Lincoln. Fairly priced at \$4,650.

Call Bill Hastert at 651-633-9691

Black exterior with black leather interior. New white side wall tires. Recent work includes new A/C compressor and radiator. 80,400 miles, car is in like new showroom condition. This fine Lincoln is from the former Bob Bliss collection in Faribault.

For Sale - 1955 Lincoln Capri

Four Door Sedan, with a Blue/White exterior and a Dark Blue Interior
This is a one-owner car with 33,000 miles. One re-paint, car needs a little TLC. Bob Gavrilesco has seen the car believes it to be a good value for the asking Price of \$6,500 or best offer. Being sold for the owner by Lynn at 612.861.5546.

I am losing my storage, and I do need to part with a few of my Lincolns. The following are offered for sale at this time. All are in above average condition, look very good and are very sound mechanically. Affordably and realistically priced at or below current market value. All reasonable offers will be considered.

1988 Mark VII LSC
1974 Mark IV

1978 Mark V
1967 Continental Convertible

Call Dick Serwat at 651-554-0716

For Sale: 1966 Continental Convertible. Black with black top. Full white sidewall tires. Electrical system recently upgraded. Runs and drives great. Always stored in heated garage and in top condition.
Call Irwin Pentel 952.380.0606 or cell 612.743.8765.

For Sale

1984 Chevrolet El Camino, Super Sport, with most available options. 74,000 miles, Light Blue over Dark Blue, excellent condition. Also known as an Arizona pickup.

Call Harvey Oberg for more details at 651-739-9754 Own this unique car for \$8,500

Great Automotive Buys...

For Sale

1979 Mark V Cartier Edition

Light Champagne, Matching leather interior
Equipped with 400 CID engine and fully
equipped. Mint condition, inside and out.
Low Mileage - 38,300 Miles. See pictures
and listing on carsoup.com

\$9,000 - Best Offer

Call Ray at 612-722-9966

Wanted

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

Call Francis Kalvoda, Willmar 320-235-5777

For Sale: 45-48 Lincoln Left and Right
front fenders. 46-48 nose section, make
offer, no chrome. 46-48 front axle com-
plete \$100. 46-48 transmission with
overdrive excellent condition \$650. 59
AB block Mercury engine complete \$400.
Call Ted Anderson 763.561.8143.

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, Winona, MN
Email: dop@mwsco.com.

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



ELECTRO - TECH, INC.

8836 Xylite Street, North East, Blaine, MN 55449
Phone 763.780.2861

Need your old radio repaired? Want it con-
verted to new technology? Electro-Tech
can do the job for you.

This is where other Lincoln club members
bring their radios for service. Make ar-
rangements to bring it in over the winter
season and have it ready to install once
spring comes. Call Greg at S&M Electro-
Tech today.



I am a 1953 Capri Convertible. And I am in
good condition and would like to go to a nice
home, hopefully to a member of the Northstar
Club. My present owner finds that driving now
is just not as pleasurable as it was 20 years
ago. I have had a lot of fine work done to
keep my appearance and performance in
youthful condition. Call Allen Bundgaard with
a reasonable offer at 218-562-4766.

Car storage in Burnsville at 1301 E. Cliff road.
Heated with epoxy floors and 24 hr access.
Storage is secure, with cameras at all en-
trances. Power and water is available along
with space to wash your car inside. Emer-
gency tools are also available to maintain and
start your classic. Monthly rates from \$80 per
month with access on a 2 day notice to \$100
per month for 24 hour access. Prices are
based on a 1 year contract. Call Karl Flick at
612.961.9705.

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 Mark II



In last stages of restoration, this Mark II, remains unfinished due to the passing of it's owner, Bill Reese.

Elizabeth Reese would now like to sell this "Gem in the Rough", to someone in the Lincoln Club who will complete the small amount of the work necessary to restore it to it's once proud beauty.

Elizabeth is open to offers and may be reached at 952-471-9467 until late November, when she may be reached in Tucson, AZ at 520-818-1222

For Sale

1996 Continental, extremely well maintained, very nice car, 140 K, \$5000.

Call Bud Bloomquist, 320-220-4667.

For Sale

For Sale \$850.00 OBO

1939 Lincoln Zephyr 4 door sedan sheet metal only! This car has been completely disassembled and stored for over 50 years and left in a small garage in South Minneapolis. This car was sanded and primed years ago and was the unfinished dream of a fellow Zephyr admirer. I would like to sell Fords first unit-body car with sub frame, four doors, hood, deck and fenders. I have many other parts.

After January 1, 2009 I will offer all above parts and many more Zephyr parts not listed above, individually at a fair market price.

If you are restoring a Zephyr or building a Zephyr street rod and need this sheet metal, please call or email.

*Karl Flick cell 612-961-9705 or email
karlflick@charter.net*

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

STORAGE AVAILABLE

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

Contact Connie **952-835-4148**

Preview of Coming Events

The following include scheduled club events

Please don't despair, there are a few more car related events left before the long, hard, cold winter comes to visit.

November Year end Brunch. Al Baker's, Eagan, MN. November 15th, at 11:30AM.

December We just can't bear to think about that now... Put your feet up and catch up on your reading and dreaming. Nice Craftsman tools would make the perfect holiday gift for the wife. After all, she has plenty of vacuum cleaners, jewelry and all that other stuff. No Northstar events planned for December. Call up your friends and relatives and wish them well. Reconnect with those who you lost contact with over the years. Take a little extra time for your family and those dear to you. Work on that "Pride and Joy" article for next years Northstar news. Do not despair, spring will be here before you know it.

2010

January Sunday Brunch. Jake O'Connor's Public House. More in December issue.

February Tentative.. Saturday potluck with the CCCA.

March Sunday Brunch Place and time to be determined

April Sunday Brunch. CCCA annual garage tour.

May Morrie's Minnetonka All Lincoln car show

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 a 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.

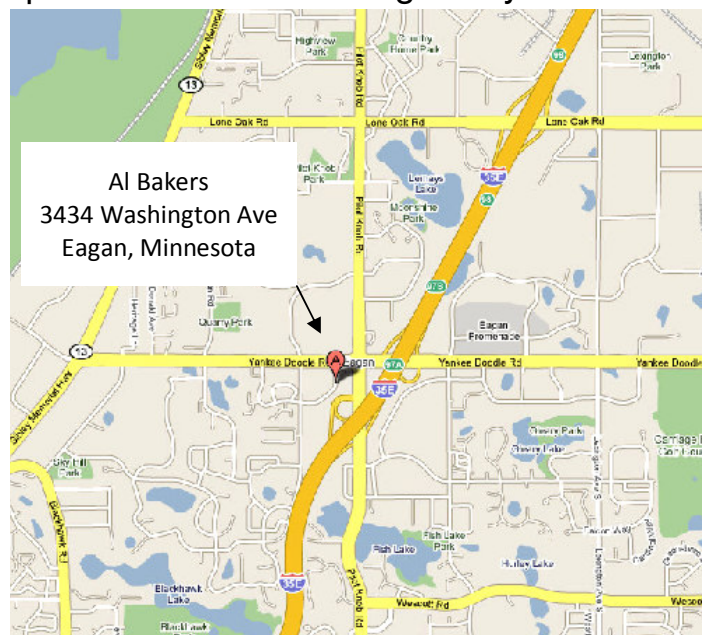
Issues are in PDF format and may be printed on your color printer.

Northstar Activities

Year End Brunch, November 15, 2009 11:30AM

Before we know it, it will be November and time for our year end brunch at Al Bakers, in Eagan, Minnesota. Most of you have been there before, great food, good service and reasonable prices. You just can't beat Al Bakers, and that's why we go back year after year. We will have our private room as before so it will be easy to spend some time visiting with your friends at our last Northstar event of the year.

Directions



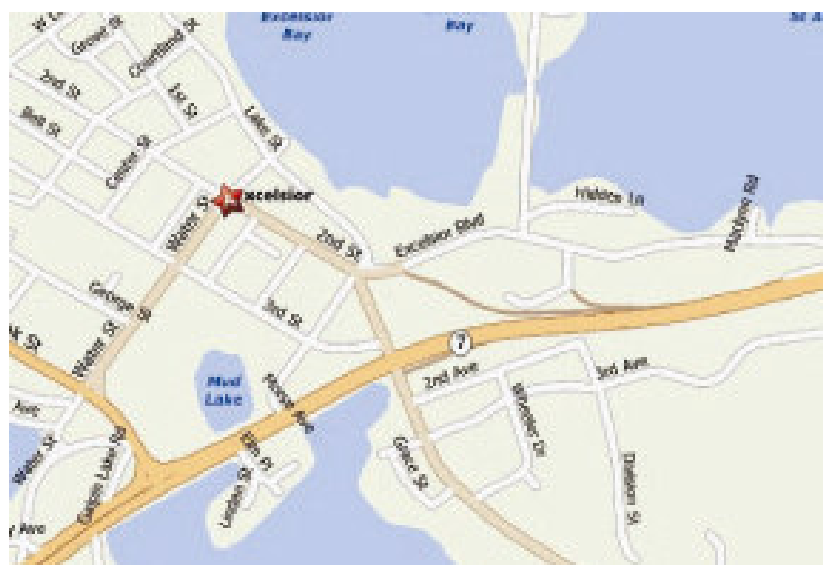
INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

RSVP Bob Johnson at 651-257-1715
Email: arborbob41@aol.com

Our January Sunday Brunch is tentatively planned for **Jake O'Connor's Public House** in Excelsior, at **200 Water Street**. The food is exceptional, and the service even better. As a special treat, you can order off the extensive menu. Roger and Barb Wothe are organizing this event. We were there



last April and everyone had a great time. There will be more details in the December newsletter. For more about Jake O'Connor's visit: jakeoconnors.com on the web.



If you know of any great places for the club to visit, please let someone on the Northstar board know. We are always looking for great places for brunches.