

The Best of the Best



Bob and Nan Roth's 1978 Mark V.
This one owner car captured the top spot at the 2012 Mid America

Our Pride and joy . . . Reprinted from the April 2006 Northstar News.

It's always interesting reading this article with the stories of how our club members found their "pride and joys". The long tedious labor and cost has to be appreciated by all.

Our story is somewhat different as to how we obtained our '78 Mark V Designer Series.

We operated a manufacturers rep agency and our vehicle of choice for the salesman was the Mercury Colony Park Wagon. As we did a great deal of demonstrating product, we needed this type of vehicle. The Colony Park Wagon was an excellent road car, very comfortable and of great design. We traveled over six states and felt our salesman should have a safe and com-

fortable vehicle.

We were hiring another salesman, so I stopped by Prestige Lincoln Mercury in St. Louis Park, to buy another wagon.

Prestige had this very beautiful Mark V on the showroom floor. I asked the salesman to come with prices for both the Colony Park wagon and the Mark V. I then went home to get Nannette. I knew this would not be an easy sell as Nan, like most women, finds that cars are not among the things that she considers real interesting. However, when she saw the Mark, she could not say no to such a fine looking automobile. The Mark quickly went home to find a place of prominence in our garage.

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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.

The Best of the Best continues

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I think the "Emilio Pucci" model has the best markings of the 1978 Designer Series. Lincoln had six models, Diamond jubilee (gold in color), Bill Blass (dark blue and tan), Givenchy (dark green) Emilio Pucci (moondust), Cartier (beige) and standard series.

What we liked about the "Pucci" model was the moondust color (light gray) exterior with the black vinyl simulated alligator landeau roof and the unique maroon stripes. The interior is a dove gray with maroon piping on the seats which makes it very attractive.

It has less than 11,000 actual miles at this writing and you would say "why"? Well, Nan drove it for about six months but she had a very difficult time in seeing the rear fenders when parking. Because we loved the style of the Mark and the appearance of this car we decided to keep it as a classic. It never has seen the snows of winter and is driven only when the sun is out and now for the Lincoln car shows.

The Mark has only been shown at one National show which was the Mid-America in 1996. We received a "second place" tie for our class and a score of 97.5 by each of the three judges. As this was the first time I ever attended a show of this type I didn't know what to expect.

The car received the maximum 5 points for each category except for two. "Engine Room" received 3.5 points and "Undercarriage" 4 points with explanation "needs cleaning".

I later found out from others that what they possibly didn't know was what they saw was the overspray of the undercoating in the engine compartment and the black tar coating undercarriage.

I've thought many times about selling and than I uncover our Mark and decide to hand wash and put on another coat of wax. Hopefully we will be able to seriously think about traveling to some of the National shows and enter to see what it would do. No matter how it would be judged, we already have a keeper!

Trivia from the Internet



Charles Mark
Honeywell
1874 - 1964

Mark Charles Honeywell (December 29, 1874 - September 1964) was a U.S. electronics industrialist. He founded the eponymous Honeywell, Incorporated and was its first president (1927-1933) and CEO (1927-1933).

Honeywell spent his childhood growing up in Wabash, Indiana, and in Florida. He held various jobs in his younger years, including working in the citrus and bicycle business, and in his father's Wabash mill. He graduated from Eastman Business College in Poughkeepsie, New York, in 1891. In 1899, Honeywell married Eugenia Hubbard Nixon, who was also a native of Wabash.

Honeywell developed a hot water heating system, and by 1905 had installed the

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Editors Message

November 2012

It has been a average fall so far. Temperatures could have been a bit warmer, a little more rain would have been nice too. Perhaps we will have a duplicate of the winter that we had last year in the Twin Cities, with little snow and above average temperatures. It is hard to imagine two nice winters in a row.

The Northstar Lincoln club is rapidly winding up our year. Our last event will be lunch at Vescio's on Saturday, November 10. As usual, all the details are on the back page. We hope that many of you can attend and help us say goodbye to 2012. We will have a short membership meeting. Please feel free to make suggestions on how we can improve the club. Our organization must

evolve over time to meet the needs and expectations of our members, and we would appreciate your suggestions as to the types of activities that provide the best experiences for all.

Please take note of our "Welcome Wagon" column this month. It has been a few months since we have heard from Francis Kalvoda, but he is back, introducing our new members that have recently joined the LCOC and the Northstar Region. Our new members have some very interesting Lincolns... And I am sure that there is a great story behind each one of them. We all look forward to learning a little more about them in the months ahead.

It has been fifty years since I graduated from the University of Min-

nesota, Duluth. While it doesn't seem that long ago, all I have to do is take a quick glance in the mirror to tell for sure. Earlier this fall, I received an invitation from the UMD Alumni office to come back to the campus for a tour and see first hand the changes that have taken place over the past half-century. While I have made it back to UMD a couple of times since 1962, it has been about 20 years since my last

visit. Much has changed. Although the original buildings are still there, many new ones have been added, greatly changing the original appearance. Those on the tour walked their legs off seeing only part of the many buildings that now comprise the Duluth campus. After the tour, lunch was served in the



Sweet Faithie with her dad's UMD "hanky" that he received at his 50 year class reunion that he recently attended.

"Bulldog Club" which soars seven stories above the Malosky Stadium, where after lunch we watched the UMD Bulldogs edge Bemidji State by 30-0. A real close game. The Bulldogs are as good now as they were fifty years ago. I went home with a greater appreciation of the role that UMD now plays in preparation of our younger citizens to find their place in society. I also got a few interesting pictures, a bag full of information and a delightful UMD equivalent of a "homer hanky", which Sweet Faithie finds very interesting and wants to adopt it as hers.

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

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system in his house—thought to be the first in North America. The idea of hot water heating came from England. Radiators first came from England and molds were made from them in Wabash. His business, **M.C. Honeywell Heating and Sanitary Work**, became **Honeywell Heating Specialties Company**. By 1906 the company was making thermostats and automatic controls for heating systems.



The iconic round
Honeywell
thermostat

By 1927, annual company sales were more than \$1.5 million and 450 people worked in the Wabash factory. Honeywell's main competitor was W.R. Sweatt and his **Minneapolis Heat Regulator Company**. The two companies had patents which blocked each other from further growth. They merged to form the **Minneapolis Honeywell Regulator Company** with Sweatt as Chairman and Honeywell as President

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Directors Message by Bob Johnson

November 2012



Our last activity for 2012 is less than two weeks away, our year end **Lunch**, on Saturday, (Yes, Saturday, I had wrong day in the last Newsletter) November 10, Vescio's Cucina, 4001 County Rd 25, St. Louis Park. A Saturday lunch, and ordering from menu, something different. We will kick tires at 11:00 AM and then we can order our meals at 11:30 AM. Trying a Saturday activity should help all the people that had conflicts with Sunday morning brunch and church services. Please RSVP to Jay White, 952-432-5939 or email jay@jwhiteandassoc.com by Wednesday, November 7th if you plan to attend. The 2012 Tim Purvis – North Star Car of the Year Award will be presented at this Lunch.

The time has just flown by during 2012, and ahead will be Thanksgiving, Christmas and New Year's eve and day, with all of the traditional celebrations that go with these holidays. During the somewhat hectic month of December, we normally do not plan any official Northstar club activities. (editors note: This should not prevent you from calling your favorite Northstar Region director and inviting him out to lunch or dinner) With our Region membership at over 150 it is an honor as your Region Director to be able to meet personally or try and call each new LCOC member and invite them to join our North Star Region. During 2012, we had a total of 16 people join LCOC that are now new North Star Region members: Milt Deutsch, LeCenter; Floyd and Carol Jaehnert, St Paul; Keith and Jill Danner, St Paul; Gary and Jan Solmonson, Ramsey; Shawn Sweeney, New Brighton; Dennis Owens, Anoka; Ken Frazier, Minneapolis; Dave and Darcy Hermel, North Mankato; Winston and Mary Jo Peterson, Golden Valley; Brandon and Abby Bohlen, Minneapolis; Troy Kirby, Minneapolis; Jason and Karrie Longerbone, Champlin; Dale and Melissa Larue, St Croix Falls, WI; Lorwin Zahrbock, Madison MN; and Jim Zanger, Larchwood, IA. Please welcome our new members to our region.

Our Pot Luck picnic at Morries on Sunday, October 14th, had 65 people enjoy a beautiful car collection and fellowship with old and new friends in our North Star Region. Ten of our member's drove their classic cars; not all were Lincolns but were definitely worth looking at. After enjoying all the different foods and desserts, a short membership meeting was held. Morrie Wagener was presented with a Book on the History of the Duisenberg for his automotive library, as a thank you for hosting our North Star Region in his fabulous facility. Several door prizes were given away to people who attended this event.

Morries able assistants, John Minnick, Dick Brown, Doug Latwig and Al Hagen assisted our members on questions about this collection that they were viewing. Guests of Morrie were invited to our potluck and added to the fellowship that we enjoy at this event. Skip Nolan, owner of French Lake Auto parts, Michael Martenssen, and Bo Martenssen from Sweden

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W.R. Sweatt and his son Harold provided 75 years of uninterrupted leadership for the company. W.R. Sweatt survived rough spots and turned an innovative idea - thermostatic heating control - into a thriving business. Harold, who took over in 1934, led Honeywell through a period of growth and global expansion that set the stage for Honeywell to become a global technology leader.

For more than thirty years the company annually presented the "H.W. Sweatt Engineer-Scientist Award" to individuals in recognition of their outstanding technical ability and contribution to technical accomplishment of significance for the company and their profession. The award program was canceled after the AlliedSignal and Honeywell merger in 1999.

James H. Binger joined Honeywell in 1943, and became its president in 1961 and its chairman in 1965. On becoming Chairman of Honeywell, Binger revamped the company sales approach, placing em-

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October Northstar Board Meeting

BOARD OF DIRECTORS MEETING

October 4, 2012

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culver's in Maplewood. Board members present were Bob Johnson, Bob Gavrilesu, Bob Roth, Harvey Oberg, Dave Gustafson Tom Brace and Roger Wothe. Other region members present were Mary Johnson, Faye Oberg, Brian Carlson and Dennis Owens. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the election for North Star Board members. Present Board members Harvey Oberg, Dave Gustafson and Tom Brace will have their terms expire at the end of 2012. All three have been previously nominated and agreed to run again and were duly elected unanimously. The 2012 Car of the Year was voted upon and will be awarded at the Annual Picnic at Morries. Bob then reviewed the region activities proposed for 2013. The list will be found in the next newsletter.

Secretary Roger Wothe has received an additional nomination for the Board of Directors. Roger nominated member Dennis Owens for the Board and the nomination was seconded by Bob Gavrilesu. Dennis was unanimously elected to the Board.

Treasurer Harvey Oberg reported the treasury balance to be \$2,641.47 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership to be approximately one hundred fifty-eight. He needs additional "My Pride and Joy" articles.

Activities: The Annual Picnic will be at Morries car collection Sunday, October 14. Touring the collection will be from 10:00 AM to 12:00 PM only. Potluck will begin at 12:30 PM. RSVP to Roger (952-473-3038 or rwothe@mchsi.com) by Monday 8 October. The year end luncheon will be Saturday, November 10, at Vescio's Cucina at 4001 County Road 25, St. Louis Park with ordering from the menu. Tire kicking at 11:00 AM and lunch ordering at 11:30 AM.

There being no further business, the meeting was adjourned at 7:25. The next meeting will be at Culver's in Maplewood on Thursday, November 1, at 7:00 PM. There will be no regional meetings or activities in December.

Respectfully submitted by Secretary Roger Wothe.

The 2012 Luther North Country Fall Car Show.

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phasis on profits rather than on volume. He also stepped up the company's international expansion - it had six plants producing 12% of the company's revenue. He also officially changed the company's corporate name from **Minneapolis-Honeywell Regulator Co.** to **Honeywell**.

From the 1950s until the mid-1970s, Honeywell was the 'United States' importer of Pentax cameras and photographic equipment. These products were labeled **Honeywell Pentax** in the U.S. Under Binger's stewardship from 1961 to 1978 he expanded the company into such fields as defense, aerospace, and computing.

In 1953, in co-operation with the USAF Wright-Air Development Center, Honeywell developed an automated control unit that could control an aircraft through various stages of a flight, from taxiing, to takeoff, to the point where the aircraft neared its destination and the pilot took over for landing. Called the **Automatic Master Sequence Selector**, the onboard control oper-

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While the weather was the best for our Bloomington Meet in August, it was even better for our 6th annual North Star Region, Lincoln car show, at Luther North Country, Ford Lincoln, in Coon Rapids, on Saturday, September 15. In fact, the weather was so nice we had the most visitors at this show that I can ever remember. There was a lot of folks looking at new Fords and Lincolns, and I think that many went home with new cars and trucks.

I must tell you about the generosity of Luther North Country, they contributed several door prizes including one, for a complete car detailing, value of almost \$200, which was won by Roger Wothe, several oil changes and black tote bags for all attendees. Every person who stayed to the end of show won a door prize.



John and Dorothy Palmer, people's choice award winners.

We had 20 Lincolns come to this car show plus several members without a Lincoln. Our first place, People's Choice award was won by John and Dorothy Palmer from Bar-num, MN with a newly purchased red and white 1955 Capri.

Our second place award was won by Bruce Wylie, Lake Elmo, MN, with a Yellow 1957 Premiere Convertible. Our third place award



Bruce Wylie, second place winner.

was won by Ken Frazier, Minneapolis, MN, with a red 1970 Mark III. The long distance award, for over 500 miles, was won by Gill Bage, Lock-



Bob Johnson, left, with Ken Frazier, who won the people's choice third place award.

port, Canada, who drove his gray, 1969 Mark III. It is hard to believe the miles our members will drive to come to our region car show. For the above cars it was the first time they were shown at a North Star Region car show; plus we had three more Lincoln's shown for the first time; Jason Longerbone, Champlin,



Long distance award winner Gill Bage

MN, a 1969 Black Lehman-Peterson Continental Limo; Dennis Owens, Anoka, MN, his 1978 Mark V and Doug Erpeit, Minnetonka, MN, his very nice 2002 Town Car.

The most popular car on display was the Mark III,

five were shown, Ken Frazier, Minneapolis, MN, Steve Young, Houlton, WI, Bill Juring, Shoreview, MN, Bob and Mary Johnson, Shafer, MN and our Long Distance Driver, Gill Bage, Lockport, Canada.

Again we thank Sean Devine and Mike Swoboda, Luther North County Ford Lincoln for there generosity. They have invited us back again for 2013

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ated similarly to a player piano to relay instructions to the aircraft's autopilot at certain way points during the flight, significantly reducing the pilot's workload.^[7] Technologically, this effort had parallels to contemporary efforts in missile guidance and numerical control.

Honeywell originally entered the computer business via a joint venture with Raytheon called Datamatic Corp., but soon bought out Raytheon's share and the business became a Honeywell division. The computer itself was called the Honeywell 800, later updated to the Honeywell 1800.

Honeywell also purchased minicomputer pioneer Computer Control Corporation, renaming it as Honeywell's Computer Control Division. Through most of the 1960s, Honeywell was one of the "Snow White and the Seven Dwarfs" of computing. IBM was "Snow White," while the dwarfs were the seven significantly smaller computer companies - Burroughs, Control Data Corporation, General Electric, Honeywell, NCR, RCA, and UNIVAC. Later, when their number had been reduced to five, ("By the

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The White Wedding and The White Lincoln



The defining perfect day; A beautiful bride and groom on their wedding day, with our 1964 Continental.

By Jay White.

Little did Carol, my wife, and I know that when we acquired our 1964 Lincoln convertible in the year 2000 that it would be a focal point of the pictures for our daughter Tracy's wedding 12 years later. Tracy married her ballroom dance partner of 4 years, July 22 2012. The groom is our son Christian's best friend so Brian has been almost a family member for quite some time. When Brian asked Christian's permission to begin to date his sister I thought that this young man has a good value system. It didn't hurt that he was an Eagle Scout. I, on the other hand, only made it to Senior Patrol leader. It was learning Morris code that ended my scouting career.

I grew up in Fargo North Dakota with a sister named Jackie. When the Kennedys were occupying the White House we used to answer the phone, "This is the White House Jackie speaking" It got written up in the Fargo Forum, the Fargo news paper. I'm sure it was a slow news day!! Since then we've all lived at the White House no matter where we were in our domicile. This further explains our choice of the Lincoln. It is White, what other color is there???

So is our 1957 Thunderbird. Carol always wanted a red car so we compromised as the Lincoln has a real red leather interior. Pretty racy for a Fargo kid.

I enjoy photography for a hobby, so when it came time to take wedding pictures around the car I pretty much followed the professional who set up the shots and I took them as well. After the wedding was over and I reviewed my shots, it occurred to me that some of them would make excellent advertising shots for the '64. Except that nobody is buying the '64 models anymore. A guy can dream can't he? Take a look and see what you think.

The '64 convertible has been a great car. Carol and I have a habit of driving it to Northfield for dinner on Friday or Saturday night in the summer. At dusk with the sun setting in the west and the smell of the prairie wafting over the windshield, the crickets chirping along the road, it's a little bit of heaven. The huge 430 cubic inch engine is almost silent and the car floats along very comfortably. There's power to spare in those eight cylinders. People often ask me about the car as most of the time, it gets lots of thumbs up everywhere we go. When they ask I always describe the car this way, "It's like having a 430 cubic engine attached to your living room couch." They just don't make them that way anymore. At 70 miles an hour the car is just loafing along not straining in the least and without looking at the speedometer you would never guess how fast it was going.

We became owners in the late fall of 2000 and the seller assured me that the top and the rear windows all performed as they should. It was the

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1970s, General Electric and RCA had left the business"), they were known as "The Bunch", after their initials: Burroughs, UNIVAC, NCR, Control Data Corporation, and Honeywell.

In 1963, Honeywell introduced a small business computer, the Honeywell 200, to compete with IBM's 1401. That began a product line that continued until the early 1970s.

In 1970, Honeywell bought General Electric's computer division. The company was reorganized into two operating units one of which was Honeywell Information Systems, headed by President Clarence (Clancy) Spangle.

In the 1980s, Honeywell developed the first Digital Process Communications protocol for its smart transmitters used in process measurement. Since then, smart communication protocols have evolved into various standardised types, such as the HART protocol and DE protocol. In 1991 Honeywell's computer division was sold to Groupe Bull.

Honeywell entered the defense industry in World War II, at first producing aerospace elements. During and after the Vietnam Era, Honey-

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North Star Fall Picnic at Morrie's

North Star Region Annual Pot Luck Picnic, at Morrie's in Long Lake, on Sunday, October 14, featured beautiful cars, some fine dishes that we shared, fellowship, plus two guests from Sweden.

Sunday started out cool and a bit on the gloomy side. Eventually, the sun broke out in the early afternoon to make for a beautiful day. It was fun to see people arrive, take their coats off, drop off their dishes and then disappear into Morrie's museum for a couple hours of checking out all the cars in the collection. At about 12:30PM, we sat down and enjoyed the fruits of each other's labors.



The North Star Region had 65 members

and guests in attendance, spending a great day visiting with old and new members. Ten of our members drove their prized favorite cars, not all were Lincolns, but all worth a second look.

After enjoying a wide variety of foods and desserts, we had a short membership meeting. Bob Johnson presented Morrie Wagener with a book on the history of the Duesenberg for his automotive library, as a thank you for hosting our North Star Region. As usual, tickets were drawn and several door prizes were given away to people who attended this event.

Morrie's able and very knowledgeable assistants, John Minnick, Dick

Brown, Doug Latwig and Al Hagen provided encyclopedia like information on the various items in the collection for our members. As we are fond of saying, every car has a story,



and these fine people had some interesting details of the fine automobiles on display.

Guests of Morrie were invited to join us for dinner and greatly added to the fellowship we enjoyed at this event. Skip Nolan, owner of French Lake Auto parts, Michael Martenson, and Bo Martenssen from Sweden visited with our members. Michael Martensson celebrated his birthday with us and will be joining the Lincoln and Continental Owners Club as he has Lincolns in his car collection.

New 2012 North Star members attending were Brandon and Abby Bohlen, Minneapolis and Jon Cump-ton, Roberts, Wisconsin.

We will have our usual Lincoln parts and memorabilia auction again in 2013, start saving up the good Lincoln items that you think other members of our region may be interested in.

And now the best part, Morrie has invited our North Star Region back to enjoy this fabulous Collector Car Museum in 2013. A very big thank you for your continuing support of the North Star Region. Our membership appreciates it very much.



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well's defense division produced a number of products, including cluster bombs, missile guidance systems, napalm and land mines. Minnesota Honeywell Corporation completed flight tests on an inertia guidance sub-system for the X-20 project at Eglin Air Force Base, Florida, utilizing an NF-101B Voodoo by August 1963. The X-20 project was canceled in December 1963. The Honeywell project, founded in 1968, organized protests against the company to persuade it to abandon weapons production.

In 1990, Honeywell's defense division was spun off into Alliant Techsystems. Honeywell continues to supply aerospace products including electronic guidance systems, cockpit instrumentation, lighting, and primary propulsion and secondary power turbine engines.

In 1996, Honeywell acquired Duracraft and began marketing its products in the home comfort sector. Today, Kaz Incorporated owns both Duracraft and Honeywell's home comfort lines.

Honeywell is in the consortium that runs the Pantex Plant that assembles all of the nuclear

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Northstar LCOC Welcome Wagon

by Francis Kalvoda, Willmar MN
320-235-5777 fjk@charter.net

WOW, what a Halloween treat!! This month I have a record number of new members to introduce to the Club.



Our first new member is **Lorwin Zahrbock**, Box 191, **Madison, MN** 56256, 320-598-3339, Zahrbock@mchsi.com. His restored Skelly filling station with the 1956 and 1957 Thunderbirds prove that he is truly an automobile enthusiast. He has sold the '57 TBird and would like to replace it with a reliable and presentable 1961-1969 Lincoln Continental Sedan. Call Lorwin if you can help him find one or just call him as I did to welcome him to the Northstar LCOC. If you are in Madison you MUST get a picture of your car at Lorwin's Skelly station! I have done that with three of my vehicles.

Next, let's welcome **Dan & Joyce Staehle**, W4129 North Point Road, **Brownsville, WI** 53006, 920-583-32400, dstaehle@hughes.net. They have been members of the LCOC and the Road Race Lincoln Registry since 1998, but can now



enjoy being members of the Northstar Chapter of the LCOC. We enjoyed seeing their 1954 Capri hardtop at the Bloomington meet in August; it was their fifth National LCOC meet with the fine '54. Other collectors cars in the Staehle stable are a Montero red 1966 Pontiac GTO hardtop, a 1969 light lime green Pontiac Firebird convertible, and a baby Lincoln (as it was called when introduced) 1930 Model A DeLuxe Fordor which has been in the family since new! Dan has been enjoying cars for decades and we hope that Dan, Joyce and family will enjoy the Northstar LCOC for many years to come!!

Several of us met our next new member at the Mid America meet in Bloomington, and we admired his 1978 Lincoln Mark V. **Dennis Owens**, 2904 Euclid Street, Apt 5, **Anoka, MN** 55303, den-nisowensmn@gmail.com, 612-269-6482.. A true car guy, for decades Dennis worked in several Chrysler dealerships in the Twin Cities area in the Parts & Service departments. He also has a 1931 Model A Ford Coupe and is restoring the 1973 Plymouth Duster that his Dad bought new.



We are blessed to have our next member join us. **Reverend Bob Dennis** PO Box 1147, **Walker, MN** 56484, 218-209-8041, walkermo-

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bombs in the United States arsenal. Honeywell Federal Manufacturing & Technologies, successor to the defense products of Allied-Signal, operates the Kansas City Plant which produces and assembles 85 percent of the non-nuclear components of the bombs.

General Electric announced in 2000 it would attempt to acquire Honeywell; at the time, Honeywell was valued at over \$21 billion. The merger was cleared by American authorities but was blocked by the European Commission's competition commissioner, Mario Monti, on July 3, 2001. This decision was taken on the grounds that GE's dominance of the large jet engine market (led by the General Electric CF34 turbofan engine), leasing services (GECAS), and Honeywell's portfolio of regional jet engines and avionics, the new company would be able to "bundle" products and stifle competition through the creation of a horizontal monopoly. US regulators disagreed, finding that the merger would improve competition and reduce prices; United States Assistant Attorney

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More Welcome Wagon

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torsports@arvig.net. Bob is a retired Lutheran minister and a life long car enthusiast. When he retired and returned to Minnesota, an opportunity presented itself to start a car repair business in Walker. He has put 55,000 enjoyable miles on his 1948 Lincoln Continental with a Lincoln Mark VIII drive train which came from a Lincoln test car with 500 miles on it. Bob also has a 1940 Cadillac Club Coupe. Rev Bob thinks it would be great to have an Out-state Northstar meet at Brainerd.



This luxurious 1969 Lehmann-Peterson Lincoln limo seems to be inviting us to hop in and look dignified. We welcome the co-owners, new members **Jason & Karrie Longerbone**, 6109



114th Avenue North, **Champlin, MN 55316**, jlongerbone@gmail.com. 1969 was the last year Lehmann-Peterson of Chicago built these very classy

luxury limos; only 85 were built in 1969. Thank you Jason & Karrie for preserving Lincoln history and for displaying your special car at the September 15 Northstar Lincoln Meet in Coon Rapids! Due to limited storage and due to the size of this car (22 feet long) this rare limo is looking for a new owner – just in time for Christmas!!

Welcome **Ken Frazier**, 3512 Vincent Avenue North, **Minneapolis, MN 55412**, 612-522-9229. Ken displayed his red 1970 Lincoln Continental Mark III at the September 15 Northstar Lincoln Meet at Luther North Country Ford-Lincoln and took home an award. Congratulations Ken!!

Welcome **David & Darcy Hermel**, 100 Oak Terrace Court, **North Mankato, MN 56003**, 507-625-8621, davehermel@abhermel.com.

Next, welcome life long Ford enthusiasts, **Gary & Jan Solmonson**, 5520 152nd Avenue NW, **Anoka, MN 55303**, 763-421-4594, jan-garys@yahoo.com.

Gary and Jan enjoy their 1966 Mustang and an inherited 1968 Impala Wagon. They are currently looking for a Ford Edge or Lincoln MK X. Gary is really looking forward to the Classic Car Club Garage Tour next spring.



Welcome **Brandon Bohlen & Abby Protsman**, 6126 First Avenue South, **Minneapolis, MN 55419**, 612-424-1579, 563-508-7418, brandon.bohlen@gmail.com. Their Lincoln is a 1964 Continental Sedan

A big WELCOME to the owners of several big Lincolns. **Perry & Jenny Bush**, 1517 Driftwood Way, **Menasha, WI 54952**, 920-729-4981, pab1063@new.rr.com. Their 22,000 mile 1979 Lincoln Town Coupe was the biggest Lincoln two door ever produced and was on display at our Mid America

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General Charles James called the EU's decision "antithetical to the goals of antitrust law enforcement". In 2007, General Electric acquired Smiths Aerospace, which had a similar product portfolio.

The current "Honeywell International Inc." is the product of a merger between AlliedSignal and Honeywell Inc. in 1999. Although AlliedSignal was twice the size of Honeywell, the combined company chose the name "Honeywell" because of its superior brand recognition. However, the corporate headquarters were consolidated to AlliedSignal's headquarters in Morristown, New Jersey rather than Honeywell's former headquarters in Minneapolis, Minnesota. When Honeywell closed its corporate headquarters in Minneapolis, over one thousand employees lost their jobs. A few moved to Morristown or other company locations, but the majority were forced to find new jobs or retire. Soon after the merger, the company's stock fell significantly, and the stock value only regained the pre-merger level in 2007.

From the internet....

Still More Welcome Wagon

(Continued from page 10)

meet in August. Their son, Foster Bush, is 6'5" and is on the University of Minnesota Gopher football team and enjoys the legroom in the front seat of the Town Coupe. Foster can also stretch his legs



in their other Lincolns: a newly acquired 1970 Lincoln Coupe, a 1977 Andy Hotten Convertible Conversion, a rescued 17,000 mile triple Cordovan 1977 Mark V undergoing restoration, and their winter car, a 1978 Diamond Jubilee Mark V (with twin grip differential). Perry says that the 1970's decade Lincolns are his personal favorites.

Welcome **Troy & Tracy Kirby**, 4917 12th Ave South, **Minneapolis, MN 55417**, 612-823-2323, t5kirby@yahoo.com. Their Lincoln is a black 1966 Custom Continental Convertible. They also have a 1969 Datsun Fairlady, a 1974 VW Thing, and are the co-owners of a 1969



Golden Valley, MN 55427, 763-542-9365 Home, 612-723-5131 Cell, WinBP@aol.com. They displayed their 1976 Lincoln Town Car at our Bloomington Meet in August. The '76 was purchased new by Winston's grandfather in Florida. Winston, his brother Wyatt, his father Don, and his uncle Jerry have been well know in the Classic Car hobby and magazines for decades. Winston and Wyatt usually lead the Classic Car Garage Tour in the spring which many of us have enjoyed. Other Lincolns enjoyed by Winston and Mary Jo are a 1940 Zephyr Sedan, and a 1942 Lincoln Continental originally owned by the Wrigley family. To double their pleasure and double their fun it is great to go touring in the 1941 Packard 180 Limousine and the 1941 Packard 180 Formal Sedan. Then there is the 1928 Packard Dietrich Phaeton. It is just fun to listen to Winston reminisce about the classic cars that the Petersons have owned and great to see the wonderful cars they still have today!

Every car has a story and hopefully we will find out about them as our new members and veteran members share those stories of Pride & Joy in the upcoming issues of the Northstar News. Please put that on your 'to do list' for this winter – why not start your Pride & Joy story today! It's great that there is an LCOC, and that we have active Northstar Region members with whom we can share our enthusiasm, and at times frustration with our fine automobiles. Micki and I wish you all a Very Happy Thanksgiving!!



Lehmann-Peterson Limousine with their friends Jason & Karrie Longerbone.

A great classic welcome to **Winston & Mary Jo Peterson**, 2420 Cavell Avenue North,

A very White Lincoln continued...

(Continued from page 7)

spring of 2001 and the day arrived when we got it out of storage and I held my breath as I pushed down on the toggle switch that swings that huge rear trunk lid open bringing into view that gaping hole that stores the top. Little did I know that pretty much every time since, when that toggle switch is in the down or up position you still hold your breath.

It was July of 2004 and we were down in Lanesboro. 98 degrees outside and going home with the top down was a non starter. So I pushed the famous toggle switch, the rear deck swung open and nothing happened after that. The top went up but the rear deck refused to come down. I learned that day to always bring along some tools!!! We disconnected the deck lid from the pistons and lowered it by hand and then duck taped it shut and went home. It was time to replace the rear pump located in the passenger rear quarter panel. Just last year I replaced the wiring mechanism that makes the entire top mechanism work with electronic solid state sensors that are sold by a gentlemen just over the border in Wisconsin. The guys in the Thunderbird Midwest club who owned convertibles had converted and they swore by the mechanism. The engineer who made the system also makes them for the Lincoln top and so now I don't hold my breath as much anymore. Putting the top up or down generally draws quite a crowd and I am no longer embarrassed when the thing quits working mid cycle.

Winters in Minnesota are good times to work on the car. We have a heated garage so over the years we've replaced most everything with original parts. First we replaced the radiator, then added electronic ignition, got radial tires (it came with bias ply which are dangerous) replaced the leather interior which was very badly cracked with fresh red seats, red door coverings, a new red rug and also replaced the felt trunk lining. Getting the front and back bumpers re-chromed was a mammoth job. Try taking those heavy chrome back-busters off. You do it just once!!! Then there's some small stuff like replacing the generator and starter motor. And let's not forget that the convertible top is new. Now all that remains is to get it repainted. That is quite an investment and may never get done.

The '61 to '67 Lincoln Continentals are one of America's most classic automobiles. They are simple in their lines and elegant in their style. You don't confuse them with anything else on the road. With the exception of the Marks, Lincoln hasn't had as good looking (or I suppose as good selling) product since.

And so it is quite fitting that a good looking young lady who also is simply elegant when she gets all dressed up for her wedding day has her pictures taken around a classic Lincoln motorcar.

More Directors Message

(Continued from page 4)

were introduced and met with our members.

Our first activity in 2013 will be a Sunday Brunch, January 13th, 11:30AM, at Running Aces Harness Park, Columbus (I 35 just before Forest Lake), 15201 Zurich St. NE, 55025. More information about this event is on the back page of this newsletter.

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

1988 Town Car For Sale



1988 Town Car Signature Series. Outstanding original white finish with white one-half top and dark blue velour interior. No rust ever. Arizona was it's home from 1992 through 2010. Perfect trunk Well maintained, runs excellent. Has been converted to R134. A perfect example of an original car. \$3,900. B. Holaday, 763.226.6078

You May Be Interested in these Items for Sale

I need a new home! I am a 1968 Thunderbird, four door Landau, fully loaded with all the good stuff that was offered in 1968. I have a new A/C compressor, converted to R134A refrigerant, and I now blow nice cold air. I have had three owners and my history is available. I have but traveled by 77,000 miles and most folks say that I am in mint condition. You can have me for around \$8,500 or a good offer close to that. To take me home, Call North Star Member Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

For Sale: **I am really anxious to sell my 1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. **Reduced to \$16,000 or make a good offer.** Call Ted Anderson, 763.561.8143.

For Sale:

1982 Mark VI 2dr with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

For Sale:

1989 Lincoln Town Car, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00 Del at 608.837.5990 **Great car with a Great price**

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:

1971 Continental Mark III, white, blue leather interior, clean car. \$2,500obo.
1975 Continental, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

For Sale:

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 \$4,900/Best offer will own me.

For Sale:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

1979 Mark V. Car is very nice, 78,000 miles. No rust and has been very well maintained over the years. Has all the usual Mark V options. I really want to sell this fine car. \$3,900 or best offer. Please call Walter Ranua at 763.458.6053.

For Sale

For Sale:

1988 Town Car. Signature Series, Arctic White, Power Glass Moon Roof, electronic message center, turbine aluminum wheels, brand new WSW tires. White leather interior, keyless entry, owners manual. Mint condition with 94,648 actual miles. Call North Star member Pete St. Peter at 507.454.1634, Winona, MN.

For Sale?

1984 Mercury Colony Park wagon. White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN Call 507.544.3944 or cell, 507.438.1016.

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:

1966 Lincoln four door sedan. 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

I am a nice 1989 Town Car, Signature series, and to make my owner happy, I am in need of a Digital Information Circuit Board and an Actuator for the drivers side door lock. If only someone will come to my aid and make my owner a happy man once again. If you know where these two items might be, please contact Shell Watson, PO Box 451 Buffalo, MN 55313 or phone 763.286.4416 or email: bstoner@cbburnet.com Thanks for your help.

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.

For Sale:

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. Please call 952-412-1266

Preview of Coming Events

- November **Our year end Lunch will be on Saturday, November 10**, at Vescio's Cucina, 4001 Co Rd 25, St Louis Park. We will order from the menu and the food is very good. This will be a departure from our long string of Sunday brunches. We will be kicking tires or ice chunks (depending on the weather) at 11:00 AM and then go inside and sit down and order at 11:30 AM. Trying a Saturday activity should help all the people that had conflicts with Sunday morning brunch and Church services. This will be our last activity for 2012.
- December **No club events scheduled for December**, Socialize with your close friends, donate some food to your local animal shelter. Spend some quality time with your relatives. Buy your long suffering wife a new Lincoln or some nice car parts.
- January **We kick off the New Year and all the fun with a Sunday brunch on January 13, 11:30AM**, at Running Aces Harness Park, 15201 Zurich St. NE, Columbus (I 35 just before Forest Lake). Great food, great service and reasonable prices are a plus. More information about the January brunch on the back page.
Winter National LCOC Board Meeting - Thursday 1/17/13 through Saturday 1/19/13
- February **Sunday Brunch at Al Bakers, Eagan**, on Sunday February 10th 11:30AM.
- March **Sunday Lunch at Emma Krumbees, Inver Grove Heights**, March 10 at 11:30AM.
- April **Sunday Brunch at Kozlak's, Shoreview**, April 14, at 11:30AM
Western National Meet, April 4 - April 7
Salado, Texas - 25th Anniversary, show and meet, 4/19- 4/21

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS 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 Activities



Year End Wrap Up Lunch

For our last event of 2012, we are heading West to Vescio's Cucina, 4001 County Road 25, St. Louis Park, MN. Saturday, November 10, at 11:00AM, meet in the parking lot, and repair inside to partake in fine Italian cuisine at 11:30AM.

Order off the menu. Prices are reasonable, food excellent, and service even better. Yes, we know that this is a Saturday, and we always have had our brunches on Sunday's, but let's see what happens if we have a great lunch on Saturday. Come join us and we can talk about what happened in 2012 and what is ahead for 2013.

Directions: Minnetonka Boulevard (County Rd 5) to France Avenue South, South on France Avenue to County Road 25, than just a short hop, skip and a jump to

We are off and Running to the *Running Aces Harness Park* for Brunch, Sunday, January 13, 11:30 AM

This little treasure, located just North of the Twin Cities, promises to be a great place for North Star Brunches. Running Aces Champagne Sunday Brunch features carved Prime Rib, made to order omelets and waffles, peel and eat shrimp, a fabulous dessert table featuring our hand-made sweets, and seven breakfast & lunch entrees! Priced at \$18.95 per person, it gets even lower if you register for a free "Aces Reward Card", bringing it down to only \$14.95. You may register for the card on line at: www.runningacesharness.com or just come a little early. At \$4 saving per person, it's worth the extra effort.

Getting there: Interstate 35E to highway 97/Lake Drive (exit 129). West on Lake Drive 1 mile to Zurich Street. Left on Zurich street for about 1/4 mile, follow signs into Running Aces Harness Park. This will be a good chance to meet your good Lincoln Club friends and say good by to all our winter woes. See you there on January 13.