

## *The Lincoln Mark VIII The End of the Road for Luxury Coupes*



Olga is right at home behind the wheel of David's 1995 Mark VIII

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

A beginning and a finale are the necessary components of any story, project or natural sequence of events.

For Lincoln, it all started out with the Zephyr coupes and cabriolets of the 1930s and then the breathtaking Continental, which was an instant hit upon its public debut in 1940. The first Mark went through a series of changes for the 1942 model year, which was of limited production due to the switchover to full-time war production. Upon the cessation of hostilities and the return to a peacetime economy, automobiles were once again coming off the assembly lines in Detroit, and Lincoln was no exception. There were Lincolns (the Zephyr name was dropped) and Continentals sold once again. Both Lincolns and Continentals would soldier on with their prewar styling until midyear 1948 when everything would change. The hallmark of every Lincoln, the HV-12 engine would be gone forever, replaced by the large displacement 337 cubic inch V8 engine from, of all things the F7/F8 Ford truck line. The graceful lines of the Continentals and Zephyr's would now be relegated to history.

The Mark series was not completely dead, however. Deep in the styling studios of Lincoln, were a number of people eagerly working with paper and clay models during the early 1950s. The dream was still alive and would eventually be realized as the Mark II, unveiled to the public in late 1955. By most accounts, it was a beautifully styled automobile and a true personal luxury coupe. However,

*(Continued on page 2)*

### ***This Issue Contains***

Feature Story	1	Directors Message	4
Club Information Page	2	North Star Board Meeting Minutes	5
Editors Message	3	Northstar Region Events	17
Trivia	3		

## *Board Of Directors - 2016*

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2018
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2017
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2018
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2017
Director	Bob Roth	H(763)475-1429		2017
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2018
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2018
Director	Eric Chinquist	H(612)781-7622	echinquist@yahoo.com	2018
Director	Richard Eilers	H(218)393-5747	dickido@aol.com	2017

Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

### *The end of the road...*

*(Continued from page 1)*

at \$10,000 a copy, there were just not enough takers to sustain production in significant numbers to make it a financial success for Ford to continue production beyond 1957. While selling for \$10,000, it was estimated that it cost Ford about \$11,000 for each one that went out the door. It did much to serve as a “halo” car and promote the capabilities of Ford to produce elegant automobiles. Personal luxury coupes would once again go on hiatus for a period at the Lincoln division.

During the 1960s Lincoln enjoyed much success with their Continental series of four-door sedans and convertibles. Ford had been doing well with their Thunderbirds, and it was decided to morph the Thunderbird chassis into a Lincoln which would be badged as the Mark III. Arriving in dealer’s showrooms in mid-1968 as a 1969 model, it was very well received, and sales surpassed all expectations.

As the 1970s went by, we saw Mark IV’s, Mark V’s, Mark VI’s and the next to the last Marks, the VII, was introduced in August 1983 as a 1984 model. It was a sea-change for Lincoln. Based on the Ford Fox platform, it was truly much smaller than any of its predecessors. It did retain the faux rear tire “bump” on the deck lid and a grill that most would recognize as Lincoln. Beyond, there was little else to identify the VII as a Lincoln.

The First year of the Mark VII saw sales of 33,344, in comparison to the final year Mark VI sales of 30,862. A nice little bump for the VII, but the excitement of a new first-year model and the heavy advertising budget were largely the cause of the ten-percent increase in sales over the prior year. But that first year for the Mark VII would be the best year sales wise for both the Mark VII and its successor, the Mark VIII. The seven was a nicely put together car. It was a comfortable, fast driver, ever responsive to the needs of the person behind the wheel. The LSC edition, which came out in 1986, boosted horsepower to 200 and made it

*(Continued on page 6)*

## Trivia from the Internet



Bobby Vee  
1943 - 2016

*Pop idol Bobby Vee, the boyish, grinning 1960s singer whose career was born when he took a Midwestern stage as a teenager to fill in after the 1959 plane crash that killed rock 'n' roll stars Buddy Holly, Ritchie Valens and J.P. "The Big Bopper" Richardson, has died. He was 73. Vee, whose hits included the chart-topping "Take Good Care of My Baby" and who helped a young Bob Dylan get his start, died Monday of advanced Alzheimer's disease, said his son, Jeff Velline. Vee was*

*(Continued on page 4)*

## Editors Message

We are about to turn the corner and go into the dreaded season, which begins with cold, rainy, dreary days and that eventually morphs into the stuff that you have to use a shovel to clear away. Most forecasters are telling us that this winter will be more severe than last year, but there is always room for optimism. With more time now being spent indoors, I can only hope that a few of our members will have a few spare moments to take pen in hand and write a few articles for our newsletter. Tell us about your old Lincolns or your new ones, even about ones that may have passed through your hands years ago.

The new Continentals are in your favorite dealer's showrooms now. If you were hoping for another Town Car, you will be disappointed. While many of you dearly loved and enjoyed driving Town Cars, they were not sold in enough quantity to justify continuing that model beyond the 2011 model year. Yearly sales of 20,000 to 25,000 cars just doesn't cut it anymore for manufacturers. Lincoln has high hopes for the new Continental and believes there is a market for a car like this, even in faraway places such as China. General Motors Buick Division is now selling more Buicks overseas than in the United States. For Lincoln to continue to remain in business for the long run, they have to build good, well-engineered cars that genuinely fulfill the needs of their customers. Most of us believe that they

## November 2016

are doing this now. Most owners of new Lincolns like their cars. However, it is a car that you have to drive to appreciate. So, stop by your Lincoln dealer soon and take one out for a test drive. After you do, drop us an email and give us your opinion. We would love to hear what you think. And, if

you decide to buy or lease a new one, as a member you can use the X-Plan to reduce your cost.

Our fall potluck at Morrie's Museum in Long Lake set record attendance. How could it not! Great people bringing great food to share, the chance to see 300 beautiful cars from all decades of the 20th century, and some nice fall

weather made it a perfect day. We had many members drive over 100 miles just to come to this event. Our very sincere thanks to Morrie Wagener who so graciously opens his collection

for us to see and provides such a nice space for us to spend time visiting with our friends and enjoying a nice meal. We also need to thank his very able staff who were on hand to expertly answer any questions that our members had about any particular car in the collection. Again, kudos to all. We hope that we can do it again next year.

Be sure to sign up for the November brunch at Dangerfields. All the details are on the back page.

Till next month, David, Marion and the Very Sweet Olga, the Samoyed.



Sweet Olga is enjoying one of the last few nice days of fall. The flowers have only a short time left and they really smell good to her. Girls love their flowers and Olga is no exception.

*(Continued from page 3)*

*diagnosed with Alzheimer's disease in 2011 and performed his last show that year.*

*Bobby Vee was born Robert Thomas Vefline in Fargo, North Dakota on April 30, 1943, into a musical family. His father Sidney played the violin and piano; his uncle played sax, and his two older brothers, Bill and Sidney, Jr. both played guitar. By the age of fifteen, Bobby's musical career was already under way. "I played saxophone in the high school band," remembers Bobby, "but I wanted to rock out. We were playing all the standard band pieces, and I wanted to do 'Yakety Yak.' My brother Bill went out and bought a guitar, and I saved up enough money from my paper route to eventually buy a new (but sun faded) thirty-dollar Harmony guitar for myself. We used to go to all the country music shows that came through the area and then would come home after and*

*(Continued on page 5)*

## *Directors Message by Bob Johnson November 2016*



Once again, The North Star Lincoln Club hit a home run Sunday, October 23, at Morrie Wagener's "Field of Dreams." While not a baseball field, it truly is a dream come true for Morrie Wagener, who has envisioned having one of the nicest classic car collections in the Midwest, bar none. Whatever your interest might be, Morrie has it under his roof. He did build his "field" and we came. For our members, it was like a kid spending their entire day at a candy factory. Just a lot of ear-to-ear smiles. Morrie was kind enough to

share his dream with us by hosting our annual club potluck at his classic car museum. Our fall potluck and auction typically draws the best attendance of any other event of the year. This year was no exception, as we had 121 members and their families show up, setting a record. Lots of good food, combined with our fine members and guests, makes for one memorable day. 300 interesting and unique automobiles, some of which we were viewing for the first time made for one great experience. True sensory overload.

Our sincere thanks go out to Morrie and his staff, including John Minnick, Doug Ladwig, Bill Bessessen, Jim Fredric, Gene Wendt, Paul Pedersen and Art Abraham who gave up their Sunday at home to help host our club and make our visit the very best.

We also want to thank Roger Wothe, as it was ten years ago that Roger asked Morrie Wagener if our club might be able to use his facility for our potluck and to view his car collection. Roger's friendship with Morrie opened the door to this awesome collection, and it has remained opened to the North Star club each year since.

As I write this column, we are well into fall. It is getting time for one last cruise before putting away our Lincolns and beginning the tasks for getting ready for Thanksgiving, Christmas and the other holidays associated with the winter months. A holiday reminder, if you have someone special that is a car person, there is no better gift than an LCOC membership. And as a bonus, we will also give them a free year's membership in the North Star region. This would be a great gift for a special young person, to get them interested in the old car hobby, particularly Lincoln's.

In December, we will have a special Sunday Brunch to celebrate Lloyd and June Pearson's, 45th year as LCOC members, at Lord Fletchers, 3746 Sunset Drive, Spring Park (Minnetonka) MN, Sunday, December 11 at 11:30 a.m. RSVP to Jay White by Wednesday, December 7.

The candidates for the 2016 Car of the Year/Tim Purvis Award are Bill Juring's 1969 Mark III, John McCarthy's 1937 Zephyr and Brad Videen's 1956 Premiere. The Board voted on the candidates, and the winner will be announced at our November year-end brunch.

At the October board meeting, we had a discussion about whether or not to have Board Meetings at a Regional Function or return to a midweek meeting. The Board was polled, and the decision was made to have the meetings on the first Thursday of each month except December, this change will begin January 2017. The current location will be at Morrie's Minnetonka Ford/Lincoln dealership at 7 p.m. The Board will continue to work on establishing a location for the 2018 Mid America Meet in the western Twin Cities.

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

*Bob and Mary Johnson...*

(Continued from page 4)

do our version of the show in the living room of our small home in Fargo."

Before long Bill had become an excellent guitar player and began jamming with bass player Jim Stillman and drummer Bob Korum, Bobby tried every angle imaginable to join the group sessions, but Bill thought he was too young. "I backed into the band. I used to make all kinds of deals with my brother to come along and practice. When he finally let me join him (if I would promise to keep quite), I was aware that they didn't know any of the songs lyrically and I just happened to know them all. I was fifteen years old, and my ears were glued to the radio. It didn't take long before I started singing the songs and they started rockin' along." Before long, Dick Dunkirk took Stillman's place on bass guitar, and the

(Continued on page 6)

## Northstar Monthly Board Meeting Minutes

### BOARD OF DIRECTORS MEETING

October 13, 2016

Regional Director Bob Johnson called the meeting to order at 7 p.m. at Morrie's Minnetonka Ford/Lincoln dealership. Board members present were Bob Johnson, Dave Gustafson, Bob Roth and Jay White. Other Region members present were Mary Johnson, Bill and Kathryn Holaday. The minutes of the previous meeting and the agenda of this meeting were approved.

#### DIRECTORS REPORTS

Regional Director Bob Johnson reported that Roger Wothe, Bill Holaday and Richard Eilers have been nominated to fill the three seats on the Board of Director's expired terms. The board of directors approved by acclamation that Roger Wothe, Bill Holaday, Richard Eilers and Gaye Purvis to be elected for a three-year term beginning January 2017. (Gaye was added because of a misunderstanding of the nomination or filing procedure.) Both Gaye and Richard have withdrawn their desire to be on the Board. The candidates for the 2016 Car of the Year/Tim Purvis Award are Bill Juring's 1969 Mark III, John McCarthy's 1937 Zephyr and Brad Videen's 1956 Premiere. The Board voted on the candidates and the winner will be announced at a later date. The 2017/2019 LCOC National Directors-at-Large election winners were Dick Koop, Steve D'Ambrosia, John McCarthy, Dave Saxon and Stacy Roscoe for a three-year term. There followed a discussion about whether or not to have Board Meetings at a Regional Function or return to a midweek meeting. The Board was polled and the decision was made to have the meetings on the first Thursday of each month except December until further notice. The current location will be at Morrie's Minnetonka Ford/Lincoln dealership at 7 p.m. The Board will continue to work on establishing a location for the 2018 Mid-America Meet in the western Twin Cities.

Treasurer Matt Foley reported the treasury balance to be \$1,681.33 with all bills paid.

Membership and Publications Director Dave Gustafson reported the current membership to be one hundred forty-five. In the past month, four new members joined the region: Mike Pearson, Larry Sasse (and Ann), Matt Bye and Jordan Dickinson.

Activities: (Listed in the North Star Newsletter) include the year-end Sunday Brunch at Dangerfield's in Shakopee, Sunday, November 13 at 11:30 a.m.

Special Events: There will be only one National Meet in 2017, to be the Grand National Meet held by all four Lincoln Clubs with LOC hosting, August 9-13, 2017 at the Gilmore Museum in Hickory Corners, MI celebrating the 100th Anniversary of the Lincoln Motor Car Incorporation.

The celebration of Lloyd and June Pearson's 45th LCOC will be planned for later this year.

There being no further business, the meeting was adjourned at 8 p.m.. The next meeting will be at 10:30 a.m. at Dangerfield's in Shakopee before the brunch.

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

## *Luxury Coupes Final Farewell continued*

(Continued from page 5)

"Shadows" became one of the top new bands in the area. At this point, as the result of a tragic twist of fate, Bobby's story begins to take on a bitter sweet flavor. The date was February 3, 1959. A light plane carrying Buddy Holly, Richie Valens, The Big Bopper and 20-year-old pilot Roger Peterson crashed into a snow-covered Iowa field, killing everyone on board. Only minutes earlier they had finished their performance at the Surf Ballroom in Clearlake, Iowa and had rushed to the airport in nearby Mason City to catch the charter plane that was to bring them to their next engagement in Moorhead, Minnesota. News of the tragedy traveled fast. People at the local radio station in Moorhead, like everyone, were in a state of shock. The rest of the tour had arrived by bus from Clearlake after a cold and snowy all

(Continued on page 7)

(Continued from page 2)

a joy to drive. Featuring the 5.0-liter high output engine, it still provided excellent fuel economy over previous Mark's without any sacrifice in performance. As a first-time Lincoln owner, I came from being an owner of a competitive General Motors brand that featured a V8 engine that was rated at 120 horsepower. The difference was breathtaking. The series best year was in 1988 when the Seven outsold the Cadillac Eldorado by approximately 5,000 cars. The whole Lincoln line did sell well during those years as General Motors significantly downsized their entire car line, and most buyers felt that they were paying 25 percent more for a car that was 25 percent less in size. Roger Smith, who was in charge of General Motors during those years, largely ignored old-time stylists and engineers, most of which were true car guys and listened to the bean counters and the product suffered greatly.

Elsewhere in this publication, we have included a chart which compares the Mark series with the Cadillac Eldorado. In 1986, the once fine Eldorado suffered the indignities of being downsized so greatly that few buyers recognized the car as a Cadillac, much less an Eldorado. You will note by the chart that sales fell by about two-thirds of the previous year. It did not benefit Lincoln Mark sales that much. There were a few years that Lincoln did better, but the end was in sight for luxury coupes. The Eldorado did not benefit from Lincoln's withdrawal from the market in 1998. They did continue production until 2002, with 2,638 cars leaving the factory.

The Mark VIII arrived as a 1993 model, completely different in all

shape and form over the Mark VII.

There are accompanying articles in this issue that will go into more detail about the Mark VIII and the great difference between it and the prior model.

Your editor was fortunate to have a new 1994 as a daily driver back then, and it was also a great car on dry pavement. It was a true luxu-cruiser and could go fast all day long. It did seem that the faster you drove it the better it felt. It was not a good car for winter driving, and after only three years, it was traded off on a front wheel drive Continental.

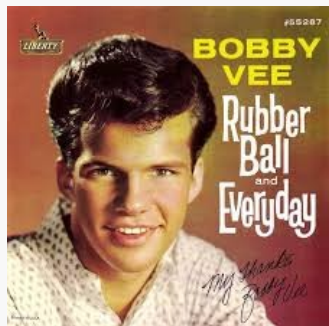
The Mark VIII was the first recipient of the 4.6 liter "Intech" double overhead cam engine. It came with a good fuel injection system and was state of the art when it first appeared in the 1993 Mark VIII. It was offered to compete with Cadillac's Northstar 4.6 liter V8 of similar design. Unfortunately, Cadillac also installed their engine in their Sedan DeVille models. Lincoln chose not to install this engine in their Town Cars. This might have made a difference in sales as Lincoln would have been able to offer a sedan that could have offered real performance.

Both Marks were very able and competent cars in their own right. In some ways, the Seven felt a bit more of a driver's car and liked to go quick up until about 55-60. The Eight enjoys going fast down a good highway. It has air suspension on all four wheels and the air ride really sucks up the irregularities in the highway at speed. Unfortunately, it also becomes more prone to air leaks as it gets older. The Eight is a bit more technologically advanced car than the Seven in most respects. And that too can present prob-

(Continued on page 7)

(Continued from page 6)

night drive. A decision was made to continue with the show.



The promoters asked for local talent to help fill in that sad night and as the curtain came up that evening, a new voice was introduced to the world. A "fifteen-year-old" voice that knew all the words to all the songs. Bobby Vee. In the following thirty plus years, Bobby would go on to place thirty-eight songs on the Billboard top 100 charts, six gold singles, fourteen top forty hits and two gold albums. But that night, instead of a seat in the audience Bobby and his brother Bill along with the "Shadows" took the stage in memory of three of rock 'n' roll's brightest stars.

Their first paying gig was on Valentine's Day 1959. They drove 45 miles in zero-degree

(Continued on page 8)

## More Luxury Coupes

(Continued from page 6)

lems as it ages. When carefully maintained, either Mark should be capable of going to 200,000 miles with a minimum of repair. The rule is that you really need to keep up with your regular oil changes and other recommended maintenance.

On the highway is where the Eight is at its best. The DOHC engine really unwinds about 50 miles per hour and it goes between 50 and 80 very, very quickly. They are also fairly economical, usually delivering between 24 and 25 mpg out on the highway at posted speed limits. There are a lot of Eights still available and at affordable prices. If you want an entry level Lincoln for touring or for club events, you might take a second look at either a Mark VII or VIII.



When running well, they are a joy to drive and most folks that have owned them have enjoyed the experience. I have to add that I purchased another Mark VIII about 7 years ago. Fully equipped and well maintained, and in spite of some difficulties with it, it is still a fairly nice car to drive, even though it is now 21 years old. As it is a bit smaller, Olga feels right at home in it.

## More on the VIII



The **Lincoln Mark VIII** is a grand touring luxury coupe that was marketed and sold by Lincoln from 1993 to 1998. The successor of the Lincoln Continental Mark VII, the Mark VIII again shared underpinnings with the Ford Thunderbird and Mercury Cougar.

In the late 1990s, the personal-luxury coupe segment saw a major decline in sales. Following the 1998 model year, the Mark VIII was discontinued without any replacement; its role in the Lincoln model line was largely filled by the V8-powered version of the Lincoln LS (a model that largely replaced the Lincoln Continental after 2002). As of the 2016 model year, the Mark VIII remains the last model of the Lincoln Mark series.

As with the Lincoln Town Car and Continental, all examples of the Lincoln Mark VIII were assembled at the Wixom Assembly Plant in Wixom, Michigan.

Development of the Mark VIII (FN-10) began in 1984 with a projected release for the 1990 model year. Design work began in 1986 and was oriented toward evolutionary changes. By 1987, Lincoln designers began to place more emphasis on interior design, as ordered by then Ford design director Dave Rees. In the autumn of 1988, FN-10 development was pushed and went through several revisions. This was done to further develop a more precise product to accommodate the use of a DOHC

(Continued on page 8)

*Mark VIII continued**(Continued from page 7)*

*weather in a heater-less '51 Oldsmobile to play on benches that had been pushed together to form a makeshift stage. In the middle of the show, the benches pulled apart, and the amps smashed to the floor. Not exactly the kind of impact they were expecting. The band made \$60, which any musician can tell you was damn good for a first gig in those days.*

*June 1st, 1959*

*Bobby and the group went to Minneapolis, Minnesota to record a song for Soma Records that Bobby had written called "Susie Baby." By the end of the summer, "Susie Baby" had reached number one on all the local stations in the upper mid-west and major record companies were calling with interest in signing this new young singer. Bobby Vee and the Shadows signed with Liberty Records in the fall of '59, and the band continued until 1963, when Bill deciding the road was not to his liking, left to pursue interests closer*

*(Continued on page 9)**(Continued from page 7)*

modular engine, using the upcoming MN12 platform due to be launched in December 1988.

Having seen designs of upcoming models from competitors, Ford ordered a radical redesign, a great departure from any previous Lincolns, while still maintaining Mark lineage cues. By November 1988, under Ford designer Kyu Kim, Ford designers came up with a design named "Stretch I". Stretch I had the overall shape of the production car, featuring scalloped sides, full length, taillights, the spare-tire hump, and waterfall grille, but was devoid of chrome, had small c-pillars, a full length headlight setup, two air-inlets on the front bumper, and taillights that flowed upward on the sides rather than downward on the production car. A clay mockup of Stretch I was finalized within four weeks.

"Stretch I" was shown in 1:1 scale in clay to Lincoln executives on December 12, 1988. Appalled by the design, the executives ordered several changes to the exterior. As a result, "Stretch II" was created during early 1989, by adding chrome in several places and moderately revising the front and rear end treatments. Stretch II represented about 70 percent of the finished product, as small details were continually revised up to mid-1989. The final design freeze of the FN-10 Mark VIII occurred in mid-1989, scheduled for an April 1992 start of production and June 1992 launch as a 1993 model year vehicle.

FN-10 prototype mules in modified Ford Thunderbird and Mercury Cougar bodies began road-testing in 1990. Full-body prototypes later commenced road-testing in the first half of 1991. In February 1991, the launch

was delayed by six months to December 1992. The 1993 Mark VIII was unveiled by the press in March 1992 and officially introduced to the public on November 18, 1992, at a Hotel Mark in New York City. Production of the 1992 Mark VII ended at the Wixom Plant in April 1992 to facilitate retooling for October production commencement of the Mark VIII.



1993 Mark VIII

The 1993 Mark VIII was a larger car than its predecessor, being about five inches longer and nearly four inches wider than the Mark VII. The car also had a wheelbase of 113.0 inches, over four inches longer than the Mark VII's, which afforded greater interior space and ride quality. In spite of its larger overall size, the Mark VIII's base curb weight was slightly lighter than the Mark VII at a little over 3,750 lb.

Like the Mark VII, the Mark VIII featured a unibody construction with a high-strength roof capable of withstanding 5000 lbs of force, heavy-gauge steel door beams to protect against side impacts, front and rear crumple zones, dual front-side airbags and four-wheel antilock disc brakes. Like the similar Thunderbird and Cougar, the Mark VIII featured a short-long arm (SLA) four-wheel independent suspension with front and rear stabilizer bars and a standard

*(Continued on page 9)*

(Continued from page 8)

to home.

Late 1960 after a couple of songs had barely inched their way into the national charts it appeared that Liberty was losing faith when a radio station in Pittsburgh, PA began playing the back side of what might have been Bobby's last single. The song was "Devil or Angel." It had been an R&B hit a few years earlier by a group called The Clovers and was a favorite of Snuffy Garrett, the young producer responsible for signing Bobby to Liberty. Following the records success in Pittsburgh, "Devil or Angel" went on to reach the top ten in city after city. By the end of 1960, it peaked at number 6 on the *Billboard* charts, as well as reaching the top 20 on the R & B charts. Liberty Records exercised its option and signed Bobby to a five-year contract.

If "Susie Baby" served as Bobby Vee's entrance into the world of *Billboard's* Hot 100, then "Devil

(Continued on page 10)

## Mark VIII continued

(Continued from page 8)

computer-controlled air suspension with sensors to automatically lower the ride height at high speed, enhancing the car's aerodynamic efficiency. Powering the Mark VIII was an all-new, all-aluminum 4.6 L DOHC 32-valve V8. The engine was the first of its kind in Ford's Modular engine family. The 4.6 L V8 produced 280 hp @ 5500 rpm and 285 lb·ft of torque @ 4500 rpm and required premium grade 91-octane fuel for optimum performance. Handling the V8's power was the 4R70W 4-speed automatic transmission with overdrive. The Mark VIII's rear axle ratio was 3.08:1. The Mark VIII also featured standard chrome dual exhaust tips and 16-inch cast aluminum wheels.



The Mark VIII features a 140-mph speedometer, an electronic message center (giving time, compass heading, fuel efficiency, engine oil life, and various other vehicle-related warnings and information), automatic climate control, cruise control, leather seating surfaces, six-way power driver and passenger seats with power lumbar supports, a two-position memory for the power driver's seat, power door locks, heated power mirrors, power windows with a drivers side express-down feature, illuminated keyless entry with remote, automatic headlamps, an AM/FM stereo cassette radio, and

an automatic power antenna. Options included a power moonroof, electrochromic automatic dimming mirrors (which filtered out headlight glare from behind), an AM/FM stereo-CD player, a 10-disc CD changer, and a JBL speaker system.

For 1995, the Mark VIII received a slightly updated instrument panel along with a new radio design. Arriving midyear was a new LSC (Luxury Sport Coupe) model. A retuned version of the standard 4.6 L DOHC V8, now marketed under the name *InTech* regardless of model, with a true dual exhaust, produced 290 hp @ 5750 rpm and 295 lb·ft of torque @ 4500 rpm. The Mark VIII LSC used the same 4R70W automatic transmission as the standard Mark VIII, but featured a more aggressive rear axle ratio of 3.27:1. The brochure for the 1995 Lincoln Mark VIII LSC claims underestimated a zero to 60 mph acceleration time of 7.5 seconds.

Though many drivers have recorded much lower times with stock LSC cars of both generations, between 6.8-7.2 0-60 and 14.7-15.1 quarter mile times. The LSC featured unique body colors, distinct rear decklid badging, perforated leather seat inserts, and floor mats. The bright chrome inserts normally found in the body-side molding and bumper on the Mark VIII were replaced with monochrome body color inserts on the LSC. The 1995 Mark VIII LSC also marked the first domestic use of HID headlights. A Diamond Anniversary package was offered on the 1996 Mark VIII to commemorate Lincoln's 75th anniversary. It featured "Diamond Anniversary" badging, leather seats, voice-activated cellular

(Continued on page 10)

(Continued from page 9)

or Angel' was certainly the foundation for a string of hit records reaching the nation's top 20 throughout the entire 60's era. Bobby's hits were not limited to America. By 1963 he had collected seven top ten hits in England as well as a number 2 album called "Bobby Vee Meets the Crickets" and in 1963 shared the charts for forty weeks' side-by-side with the Beatles. His tours took him to Japan, Australia, and Europe as well as the United Kingdom, where he is still a yearly visitor. His thirty plus year recording career has produced over twenty-five albums including a Gold Album from England for his 1981 "Singles Album" release. Back in the U.S., Billboard Magazine called him, "One of the top ten most consistent chart makers ever."

Into the nineties, the beat goes on. With the continuing demand for product by classic oriented radio stations and collectors alike, EMI/Cema is-

(Continued on page 11)

## More on the Mark VIII continued

(Continued from page 9)

phone, JBL audio system, auto electrochromatic dimming mirror with compass, and traction control.



Development of an updated FN-10 began in 1993, with a design freeze occurring in November 1994. The first prototypes were built in September 1995, testing into mid-1996. In September 1996, Alcan Aluminum Limited won a bid to supply hoods for the revised FN-10. In the fall of 1996, the Mark VIII received a significant facelift since its 1992 debut, featuring smoother, more rounded front and rear fascias and a larger grille. The car's hood was now aluminum (versus plastic before) and the trunk carried a more subtle version of the "spare tire hump" associated with earlier Mark Series cars. HID headlamps became standard and were placed in larger housings compared to earlier models. A neon brake light ran across the rear decklid. Side mirrors now came with puddle lamps, which, upon unlocking the doors, illuminated the ground for the driver and passengers to see when entering the car. The side-view mirror housings also incorporated flashing LED turn signal lamps to warn other drivers of an intended lane change or turn. The interior included 'theater lighting,' which softly illuminated the driver's controls and handles. The 4.6 L InTech V8 carried on as before but now came with a dis-

tributorless coil-on-plug ignition system, eliminating the use of high-voltage spark plug wires. Some of the internal components of the 4R70W automatic transmission were reinforced for greater durability and reliability in late 1997 models and all 1998 models. LSC models had firmer shocks and larger stabilizer bars for even better handling and control. All-speed traction control was now standard and could be deactivated via the onboard systems status computer when desired. Toward the end of Mark VIII production, Lincoln offered two personalized "specialty" models: the Spring Feature and the Collector's Edition. Mark VIII production ended with the 1998 model year. The last one rolled off the assembly line on June 9, 1998. The new mid-sized Lincoln LS introduced June 1999 as a 2000 model, served as a replacement for the Mark VIII.

Model year production numbers for Lincoln Mark VII, VIII and Cadillac Eldorado 1984 - 1998.

Model Year	Lincoln Mark VII	Cadillac Eldorado
1984	33,344	77,806
1985	18,355	76,401
1986	20,256	21,342
1987	15,286	17,775
1988	38,259	33,210
1989	28,607	28,513
1990	22,313	21,600
1991	8,880	15,671
1992	5,732	28,583
	Lincoln Mark VIII	
1993	32,370	22,778
1994	28,164	24,824
1995	20,782	23,040
1996	13,625	19,315
1997	16,805	21,145
1998	14,357	14,102

*(Continued from page 10)*

sued a twenty-five-song re-mastered compact disc and cassette as part of the *Legendary Masters* series. Late in the year, a re-issue of his 1963 *Christmas* album was made available. To coincide with his sold out 1990 tour of England, Bobby issued a 17-song collector's edition cassette called "U.K. Tour '90," on his *Rockhouse Record* label. The tape, an anthology of sorts, included new material recorded with his sons, as well as several previously unreleased songs from past years.

In 1994 critics and collectors gave great reviews to his "Last of The Great 'Rhythm' Guitar Players" CD. As testimony to Bobby's high energy show and continued popularity the annual readers' poll by sixties music magazine *The Beat Goes On* voted him: 1991 *Best American Act*; 1992 *Best Live Performer*; 1993 *Favorite Male Singer*; and in 1994 he was named *Runner Up to Paul McCartney* in the category of *Most Accomplished Per-*

*(Continued on page 12)*

## *Introducing the Mark VIII in New York.*

From the NY Times, November 18, 1992.

If you are a manufacturer, New York is a good place to introduce a car.

You can always find a backdrop that connects with your vehicle, as Dodge did last month when it trotted out its new Intrepid on the pier next to the carrier-cum-museum of the same name.

On Wednesday, (November 18, 1992), it was Ford Motor Company's turn, and the introduction of the '93 Lincoln Mark VIII jammed traffic at 77th Street and Madison Avenue, which is the location of -- what else? -- the Hotel Mark.

That traffic, of course, is the downside of introducing a car in Manhattan, and the crowd of writers and photographers got to test Lincoln's five-passenger luxury coupe in the cut and thrust of East Side snarl. Not good.

But then, it should be said, there were those laps of Central Park, allowing impromptu tests of acceleration and braking, and affording the extra joy of scaring normally blase pedestrians. Much better.

Even if the clogged and potholed streets won't be the new Mark's main milieu across the country, the brief drive did show that Lincoln has come up with a quick and able competitor to the likes of Acura, BMW, Infiniti and Lexus and its traditional rival, Cadillac Eldorado.

Lincoln's advertising campaign, the biggest in the division's history, faces up to that competition by challenging buyers to "Drive Everything Else First," and one television commercial expresses the theme this way: "You have until Dec. 26 to test-drive every luxury coupe in the world. After that, there is no comparison."

As the ad indicates, the Mark will go on sale the day after Christmas, which is a shame for those who like to give \$36,640 coupes as gifts. But the

date will also signal something of a new course for Detroit, which for the first time in a long time will be fielding both a Lincoln and a Cadillac that can compete with the best in the world.

Like Cadillac, which has put its 4.6-liter Northstar V8 into the Eldorado Touring Coupe and Seville STS, Ford has put a new 4.6-liter V8 into the Mark. The four-cam, 32-valve engine produces 280 horsepower, 15 less than the Northstar, and it drives the rear wheels through a new four-speed automatic transmission.

In traffic, the V8 is so quiet that it is hard to tell if it's running. But a heavy right foot produces a pleasant howl of power. The engine is the first all-aluminum V8 produced by Ford, and it does its part in making the new Mark 41 pounds lighter than last year's car while adding 55 horsepower.

The engine resides under a weight-saving plastic hood that slopes to a gleaming urethane grille, one whose vertical bars look like cast metal, but also one that flexes easily, avoiding damage from minor bumps. The headlights flanking the grille are among the narrowest anywhere, and they contribute to the clean look that extends from front to rear.

One slightly jarring note in all that is the vestigial bump on the trunk that is a nod to the "spare-tire" image of older Lincoln Continentals. The bump now looks nothing like a tire and might well have been eliminated from what is otherwise an exercise in slick sheet metal.

Inside the Mark (the hotel, not the car), Jack Telnack was holding forth on just such problems, talking about creating a fresh look while keeping the styling cues from the past. Telnack is Ford's chief of design, and he noted that the stylists were going for softer and more flowing shapes.

"We do have that slight indication

*(Continued on page 12)*

*(Continued from page 11)*

former. On June 20, 1999, Bobby was presented *The Theodore Roosevelt Rough Rider Award* by North Dakota's Governor Ed Schafer. *The Rough Rider Award* is the highest recognition given by the state to native North Dakotans. Gov. Schafer said, "Throughout his success, Bobby has maintained his North Dakota roots and values. He is praised by many of his peers not only for being a talented performer but a kind, good and humble person. I am extremely proud to honor him with this award."

Between Europe and America, Bobby and his band continued to perform about a hundred dates a year. When he was not touring, or working on his music, he remained involved in the production of various other musical projects at his Rockhouse Recording Studio, located outside of St. Cloud, MN.

In 2011, following a shocking diagnosis of early Alzheimer's Dis-

*(Continued on page 13)*

## *The All New Mark VIII*

*(Continued from page 11)*

of the Mark tire on the rear deck," he said. "But I think if we didn't put that on the car it would be like a Rolls-Royce running around without a Rolls-Royce grille."

The bump on the trunk, it turns out, acts as something of a spoiler and aids the aerodynamics. But the streamlining gets further help from technology. Whenever speed exceeds 55 miles an hour for more than 45 seconds, the suspension lowers the car by almost an inch, cutting wind resistance and fuel consumption.

With the new engine, the economy is estimated at 18 miles per gallon, city and 25, highway. Zero-to-60 acceleration takes 7.6 seconds, according to the company, and top speed is electronically limited to 130 mph. Unlike previous incarnations and some of the competition, the '93 Mark will have no performance packages, and what you see is what you get. Mercifully gone, too, is the occasionally tacky "designer" series of Marks.

"Designer styling began with the Mark IV in 1975," Telnack said. "It was exemplified I guess by those oval opera windows, which is interesting because they were inspired by Raymond Loewy. He took the '40 and '41 Continentals and did a series of opera windows in the rear window pillars way back then. Of course, Loewy was also designing Owens cabin cruisers, and he put portholes on everything. But he did it on those early cars, and I think it had some influence on us."

One area where a bit more of the designers' touch might be welcome to buyers is the interior, which seems a bit Spartan in a luxury car. To be sure, there is plenty of leather, but the sweep-around dash presents the driver and front passenger with a vista of vinyl.

There is no wood and little other relief from what appears to be relent-

less technology. "I think somebody described this as being straight out of 'Star Trek's' Enterprise," Telnack said.

"However, we spent a considerable amount of time on ergonomics, as we are doing with all our cars, and I think it's one of our best."

The center console, with its sound system and information display, is indeed canted thoughtfully toward the driver, but gauges, switches and digital readouts abound. In this, as in its exterior styling, the Mark takes a distinctly different approach from the Eldorado, which is less aggressively "sporty."

Telnack said Cadillac's designers had gone for a traditional look with the Eldorado, and he is happy that they did. "They stuck with the formal roof line," he said. "But we've been more successful in the past when we didn't follow our competitors when we went off on our own."

Regarding foreign competitors, he said, Lincoln attempted to cover all the bases: "We wanted to make sure that the buyer in America was happy, and we wanted to attract people who were buying European or Asian imports. I think we've done that, and I believe there shouldn't be anything anymore that is just American or just European or just Asian. We're living in a global society, and I think this car feels very much at home on an autobahn in Germany or an arterial in Australia, or in the United States." He added that the typical Mark VIII buyer would be 45 years old with a household income of \$100,000. About 65 percent will be men, and 60 percent will be college graduates. And Ford is optimistic that sales will be better than those of the Mark VII, totaling perhaps 35,000 a year.

"I just took delivery on one myself," Telnack said. "It's black, all black. When it shows up in my parking spot, it'll drive the color and trim guys nuts."

From the internet....

*(Continued from page 12)*

ease, the decision was made to retire. Bobby pulled back from touring and had a stretch of retirement shows including Joetown Rocks in St. Joseph, an annual event he helped to create.

For much of 2011, he concentrated on his two loves – his music and his family. He loaded up the family and made a cross-country RV trip to Tucson, Arizona to move into their new winter home. And as part of the healing process, he and his family made music. They recorded family favorites and realized their fans would want to hear these sessions, so a new CD "The Adobe Sessions" is now available. Family members said Vee's memory wasn't affected so much by Alzheimer's as his speech. During an AP interview in 2013, he answered questions but would become tongue-tied searching for the right word. Vee tried unconventional methods to alleviate his Alzheimer's symptoms,

*(Continued on page 14)*

## Samara, NSN Correspondent passes...



We are saddened to report the passing of our "West coast Correspondent," Samara on September 25. Samara was the lifelong companion of Andrea and Don, who reside in the Portland, Oregon area. Samara kept a watchful eye for nice older Lincolns when she was out and about with Andrea and Don, and on occasion would email a picture back to us for the Northstar News.

Samara was the oldest daughter of Ch. DKeta's Teal Faith Reigns, "Faithie," and Am. Can. Ch. Shaman's Coyote Steals Fire, Can BIS, BISS "Jimi" and was born October 8,

2002. For our gentle readers, Samara's mother Faithie came to Burnsville to live with Marion and David in December 2004. Samara's younger brother is also the father of our beloved Olga.

Samara was always up for an adventure, eager for trips in the car to anywhere in the Pacific Northwest or on long walks around the neighborhood. Samara especially loved her trips to the ocean and the time spent walking along sandy beaches with her companions. We think that she probably was fond of Lincoln's, especially the older Town Cars with their big soft leather back seats. The perfect place for a girl to stretch out on.

She possessed the typical Samoyed disposition, always friendly, eager to please and providing unconditional love to those around her. She will be missed by Andrea and Don, but she is now with her grandmother Seattle and her mother Faithie awaiting the time she is once again reunited with her humans.

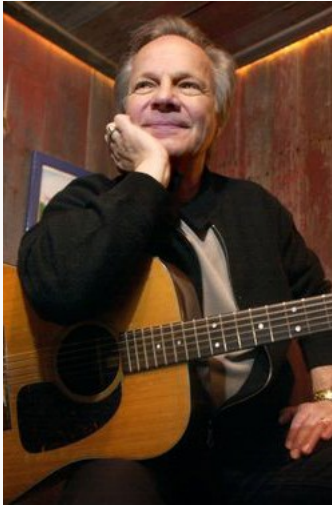
## For Sale - 1965 Lincoln Continental Convertible



This beautiful fully restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.

(Continued from page 13)

from chiropractor visits to acupuncture, and also renewed his passion for painting.



And while he sometimes wished he could do the things that once came easily, Vee said he was "not going to cry about it."

From the white socks and ducktail days of "Susie Baby" to the high-tech digital present, Bobby continued to grow as an artist and entertainer building a loyal following of fans and friends alike.

"If when your life is over... you can smile at where you've been, you've accomplished all that matters in the end..."

From the internet...

## For Sale - Some Great Lincolns

**Jenny** is a 1977 Continental Coupe. Dark Red with Red Leather. 71,000 Miles \$10,000. Runs and drives super good, has 460 engine. Has Continental Kit.

**Price Reduced to \$9,200, OBO.**



**Big Red** is a 1977 Continental Convertible. Red with White Leather interior. 75,000 miles \$22,000. Lots of mechanical refresh work completed, excellent driver, 460 engine. Paint and chrome are very good, convertible top is new. Interior shows some wear and a few small items need repairing.  
**Price Reduced to \$18,700, OBO.**



**Laverne and Bessie** are 1979 Mark V Collector Series. Laverne is Diamond Blue with Dark Blue cloth interior. All main options including moon roof. Runs and drives OK, 81,000 miles \$2,800. Needs tires and a few parts, most of which are available. Bessie is Midnight Blue with a Dark Blue Cloth interior. 82,000 miles \$2,200. Great interior, nice chrome, Moon Roof. Runs and drives OK. Laverne and Bessie should be bought together, their needs and strengths match nicely. Pair is priced at \$4,500.

For more information and pictures, call Perry Bush at 920.729.4981 or 920.205.1295  
Email: pab1063@new.rr.com. Call today, as these cars need new homes now.



**For Sale**  
**1948 Lincoln**  
**Continental**  
**Coupe**

**\$12,500**

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143.  
Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.

## *For Sale All Good Lincolns*



**FOR SALE: 1997 Lincoln Town Car - Signature Series.** Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or [rptoenges@aol.com](mailto:rptoenges@aol.com)



**For Sale: 1978 Mark V.** White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.



**For Sale.... 1937 Lincoln K 2 window sedan.** This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: [trbrace@comcast.net](mailto:trbrace@comcast.net)

### **Ken Sampson is offering two cars for sale.**

**1948 Continental Cabriolet RestoMod.** Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.



**1983 Mark VI.** Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047



*You May Be Interested in these Items for Sale*



Mark VIII file photo

**For Sale:** 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.



**For Sale:** 1966 Mercury Park Lane four door. Has breezeway window, white, factory A/C, 410 V8, very nice reliable car and consistent show winner. \$7500/offer. Deb and Gary Schott, 612.232.0835 Winsted, MN  
email: debhat@mchsi.com

**For Sale:** 1978 Lincoln Mark V, powder blue, dark blue vinyl top and blue leather interior, 460 V8, new tires and only 55K miles. Dennis Filley, 320-354-3730, Spicer, MN.

**For Sale:** Complete set (6 volumes) of 1971 Ford Factory Service Manuals for the complete Ford Line including all Fords, Mercurys, Lincoln Continental and Continental Mark III. Never been used and look new. \$250 and that includes shipping. Call John Brown, Warsaw, MO Call 913.553.65355

**For sale,** Black 1956 Mark II, nice driver, 100K miles, needs paint. Has A/C. New tires. Blue and white interior, asking \$18,000. Also have a 56 Mark II parts car, along with some extra parts and some bumper parts, one fender and wheel covers, asking \$7,000. Mark VI, with moon roof, does not run, \$600. Elrod Kaufman, 27951 440th Ave, Freeman, SD 57029



**Northstar Region grille badges** are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

**For Sale:** 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500. Bob Schmidt, Willmar, 320-235-4106



1994 Lincoln Town Car Executive with rare Light Santa Fe Metallic Clear Coat and matching leather interior, 113K miles, full power, moon roof. Second owner for past 16 years. Always garaged and never driven during the winter. Asking \$9,500. Call Richard Magner at 651.351.2855.  
Email: milliemoonlight@usfamily.net

**Now Available - Lincoln Caps and Shirts**  
Mens shirts with pockets, Ladies without.  
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson  
651.257.1715, email: arborbob41@aol.com

## Preview of Coming Events

- November     **Year end Sunday Brunch at Dangerfield's in Shakopee. Sunday, November 13 at 11:30 AM, Board Meeting at 10:30 AM**
- December     **Special Sunday Brunch to celebrate Lloyd and June Pearson's, 45th Anniversary at Lord Fletcher's, in Spring Park (Minnetonka) on Sunday, December 11th at 11:30 AM**
- January     **Sunday Brunch, Roasted Pear, Brooklyn Park, January 8th at 11:30 AM**  
2017 LCOC National Board meeting, San Antonio, January 11- 14
- February     **CCCA Potluck/Auction, Firefighters Museum, 664 22 Avenue NE, in Minneapolis**  
Date and time to be announced in a future issue
- March     **Sunday Brunch, Machine Shed, Lake Elmo, Sunday, March 12, 11:30 a.m.**



**For Sale, 1977 Lincoln Continental four door sedan.** Well equipped with the strong 460 V8 engine and all of the accessories that Lincoln owners have come to love and enjoy. The list is long and includes power mirrors, seats, windows auto temp working A/C, heated rear window defroster, opera lamps, AM/FM 8 track radio, power door locks and tilt wheel. Headlight doors work

well with no binding or hesitation. Color is a very nice gray, with a red vinyl half-top. There are no nicks or dings in the finish and the bright work is as new. It has been professionally maintained by the former owner, who passed away in January and was an automotive course instructor at a South Dakota Vocational School. The Lincoln has about 80,000 miles, which averages only 2,000 miles a year over its life span. The asking price is \$10,000, but the current owner, Emily Bickett is open to fair and reasonable offers. Please call Emily at 605-996-6905, cell 605-999-2701 or email:

[ebickett@mit-tel.net](mailto:ebickett@mit-tel.net)

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

[www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications.

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

## North Star Activities



\*\*\*Our Next to the Last Brunch for 2016\*\*\*

Sunday, November 13, 11:30AM

Dangerfields Restaurant,  
1583 1st Avenue East, Shakopee, MN

We have been to Dangerfields before and everyone had such a good time, we thought it would be nice to go there again. It will be a great day, with a little sunshine and maybe, just maybe, nice enough to take out one of the classic Lincolns for the last run of the year.

Sun Newspapers rated Dangerfield's amongst the top restaurants in the Twin Cities area. Their brunch menu is quite extensive, with great choices for everyone. Come on out and enjoy the day with your friends from the Lincoln club.

*Prior to the brunch, there will be a North Star Board Meeting at 10:30 AM*



**Special Sunday Brunch**  
December 11, 2016, 11:30 a.m.

**We are inviting all our members to come together Sunday, December 11, at 11:30 a.m. to celebrate Lloyd and June Pearson's 45 years of continuous membership in the Lincoln and Continental Owners Club.**

We will meet at Lord Fletchers, 3746 Sunset Drive, Spring Park (Minnetonka), MN. Here is a great opportunity to get together with your friends, enjoy Lord Fletcher's excellent cuisine and get an early start on the holiday festivities. Good people, good food, it just doesn't get any better than this. See you there on December 11.