

NORTHSTAR NEWS

Our Pride and Joy

Bob and Mary Johnson's Mark VII Custom Convertible. By Bob Johnson.

Mary's plans for a 1965 Red Mustang convertible changed into a black 1989 Lincoln Mark VII custom convertible in the fall of 1999. In August, 1999, I was on the Internet looking for a 1989 Mark VII for my daughter who was trying to sell her 1995 Monte Carlo. We had bought a 1989 Mark VII in June of 1999, and after my daughter drove it, she also wanted a Mark VII, if I could find one.

When on Trader Online, I found this 1989 Mark VII custom convertible with 49,000 miles, it had been on the Internet for two days. It was black and it really looked great.



MARK VII CUSTOM CONVERTIBLE

I called the owner, Dan Edgerton in Las Vegas, Nevada, who just bought the car

We arrived in Las Vegas at 9:30 AM, and Dan Edgerton met our flight and drove us straight to his house, about 6 miles from the airport. This is one time the car was better than advertised. We test drove it, bought it, and were on our way back to Minnesota by 11:30 AM.

After what we paid for the car, there was no gambling on that trip. Dan let us keep the Nevada plates on the car to save the hassle of driving a car without plates. The trip was made with no problems. The

best part of the trip was when Mary was driving through Vail, Colorado, and was passing a UPS semi with three trailers at 80 MPH on the mountain curves. I'm writing about it so you know we made it.

“We started out to Buy a 1965 Red Mustang convertible For Mary in The fall of 1999.”

from his Dad in the Spring of 1999. He explained how good the car was and sent us a complete set of pictures.

After checking out the car best we could, we decided to fly out to Las Vegas and buy it if it was as good as it seemed. When flying out there, Mary wanted to know why I only got one way tickets?

During the Spring of 2000, I decided that we should go to the LCOC Midwest St. Louis 2000 Millennium meet. Now I had a choice of entering the Mark VII as a Modified Custom or Certified Custom. The difference is a Modified Custom is only eligible for Primary class, while the Certified Custom is eligible for Primary and Senior classes. The simple definition of Certified class is the car must be sent for modification straight from the car dealer to where the conversion is to be done before the owner takes possession.

Now began a 9 month process to get the Mark VII certified. I had to get the names and phone numbers of anyone who had anything to do with the car 11 years before. The car was first owned by a Jack Loveall, from Roseville, CA, and

(Continued on page 2)

Welcome to the new 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.

This Issue Contains

Feature Car of the Month	1	Monthly Meeting Minutes	4
Club Information Page	2	Directors Message	4
Editors Message	3	Preview of Coming Attractions	6
The Year, 1989	3		

Board Of Directors - 2001-2002

Title	Name	Phone Numbers	email & FAX
Director	Jim French	H(651)451-6730	jwfrench2@juno.com Fax(775)599-2828
Asst Director	Jay White	H(952)432-5939	jaywhite1@prodigy.net
Activities Director	Tim Purvis	H(651)459-6176	
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson	H(952)435-1919	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

Members and guests are welcome to attend the Board Meetings which are held the second Wednesday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and 1494 in Inver Grove Heights, Minnesota.

My Pride and Joy, Continued.

(Continued from page 1)

he had the car made into a convertible in the fall of 1988 by Coach Builders Limited, High Springs, Florida. To be a Certified Custom, we had to prove that the car was delivered to Prestige Lincoln Mercury in Gainesville, Florida, who then had it sent to Coach Builders Limited for conversion.

I called Larry Moran of Coach Builders Limited, and he said he had all the paperwork and would send it to me. After waiting for a month, I called him back, only to find out the paperwork was missing, and he had lost my phone number. He did have Jack Loveall's name on file with the serial number of the car. He was willing to send me a notarized letter stating what they had done to the car. Then I had to send a letter to Brad Luse, LCOC Custom Class Advisor for certification 90 days before the St. Louis meet. I made it by four days, and certification was finalized at St. Louis.

We had two high points at St. Louis. We were selected for the LCOC's 1980 model car of the decade to parade on the ball field at Busch stadium before a Cardinals Baseball game. We got a 2nd place in our first LCOC meet, and

our car scored 96.5 points. Now I'm in the process of getting additional documentation before next summers LCOC Midwest Meet here next summer.

This summer Mary and I put about 3,000 miles on the Mark and really enjoyed it. By the way, Mary still wants a 1965 Red Mustang convertible.

Facts and Figures

MK VII

Wheelbase	108.5 in	
Model	weight	price
LSC 2dr Coupe	3,743	\$27,218
Bill Blass 2dr	3,783	\$27,218
Engine	bore x stroke	
V8 302.0 in	4.00 X 3.00	225 Hp

The Year - 1989

World events this year...US planes shoot down two Libyan fighters over international waters in the Mediterranean. Tens of thousands of Chinese students take over Beijing's Tiananmen Square in a rally for democracy. Mikhail S. Gorbachev was named Soviet President. The Berlin Wall is now open to the West. Czech Parliament ends Communists' dominant role. US Troops invade Panama, seeking capture of General Manuel Noriega.

In the US...George Herbert Walker Bush was inaugurated as the 41st US President and J. Danforth Quayle, Vice President. Ruptured tanker Exxon Valdez sends 11 million gallons of crude oil into Alaska's Prince William Sound. Population this year, 246,819,230. Life expectancy is at 75.1 years. In 1989 Americans gave \$115,000,000,000 to charity. A US jury convicts Oliver North in Iran-Contra affair, and Army General Colin R. Powell is the

(Continued on page 4)

We are approaching the last few weeks of our annual "driving season", and contemplating lowering the garage doors one last time until April. It will be hard to put the cars away in hibernation, to wait till the nice weather to drive them once again. If we really go into withdrawal, we can always put on our warm coats and go and sit in them in the garage for a while.

For Marion and I, it was busy and fun summer, and we were able to take our cars out many times over the nice weekends. Along the way, we have met some really great people, of all ages, who share our interest in our fine old cars. It seems to us, the hobby is gathering more members who come to shows and express a desire to own an older car, be it a street rod or a classic, the interest is there. I sincerely hope that many of the younger people who are now looking at the Mustangs and Firebirds will eventually focus on some of the other brands including our beloved Lincolns and the other premium brands. Lincolns, Cadillacs, Packards and the other senior vehicles deserve a lot more respect and attention than they are presently receiving from the younger generations.

Our annual picnic, by all measures was a great success. Although the weather was a bit on the blustery side, the facilities inside Environments were great, along with the excellent food, provided for a fun afternoon. Our thanks go out to Russell and Dolly Zanger, who came up from

Iowa, Allen and Lee Bundgaard, who drove down from Breezy Point in their fine 1953 convertible, and Dick Koop who was over from Madison, for joining us for the afternoon. It was good to see so many of our long time members gather for this annual event.

The Auction was a lot of fun, with Tom Brace, Bob Gavrilesco and Harvey Oberg doing a good job wringing the most out of the treasures that were being auctioned off. Over \$700 was raised for the club treasury. Thanks to all who donated, and thanks to all who purchased.

On another matter, two positions on the Northstar LCOC board of directors are open. One is the Regional Director. Jim French has decided to forgo another term, and nominations are sought for that position. The term of the Activities Director is also up this year. This position is currently occupied by Tim Purvis. Tim has indicated that he would accept another term if nominated and elected. If you are interested in either position, please contact Roger Wothe, the Club Secretary, and have your name placed in nomination. Ballots will be sent out in October, with the new terms beginning with the start of the new year.

Till next month.

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Perhaps you may be Interested.....

Mr. Ed Limanen of Brooklyn Center has got to be one of the best Convertible Top and Interior men in the United States. He has done literally hundreds of high point classics, including the 1941 Continental belonging to Harvey Oberg. Ed has some of the original type Haartz Cotton top material (tan) now available. If you need the original, and want a prize winner, please give Ed a call at 763-561-1573. You will not be disappointed.

Mr. Carl Walden, a Northstar LCOC member, has a 1942 Continental Cabriolet, complete with some new parts. It needs restoration, but it could be an award winning Lincoln for someone interested in completing it. Fairly

priced at \$18,500. Please call Carl Walden at 763-434-0764..

One of our long time members, Harry Anderson has a 1992 Lincoln Signature Town Car for sale. It is white, with white leather interior and red trim. It has a 1/2 carriage roof, and equipped with the usual fine accessories. It has been serviced at Prestige Lincoln Mercury, and all service records available. It is in near perfect condition, and would take little to make it an award winner at next years show. It has 93,700 miles. These are truly great cars. Fairly priced at \$7000. Please call Harry at (612) 869-2359. This car should go to a club member.

Directors Message

(Continued from page 3)
 first black Chairman of the Joint Chiefs of Staff. Median household income was \$28,906. Unemployment at 5.5 and the cost of a first-class stamp: 25 cents.

In sports: Super Bowl...San Francisco defeated Cincinnati, 20-16. At the World Series, it was Oakland A's over the SF Giants 4-0 Sunday Silence won the Kentucky Derby.

Entertainment: Driving Miss Daisy (in a 1955 Cadillac Fleetwood) received the Academy Award for the best picture. Other movies included Glory, Born on the Fourth of July, My Left Foot, Sex, Lies, and Videotape, and Field of Dreams. Average attendance at movies by Americans was 20 million per week.

Anne Tyler won a Pulitzer Prize (fiction) for her "Breathing Lessons".

Books: Oscar Hijuelos, the Mambo Kings Play Songs of Love, Kazuo Ishiguro, The Remains of the Day, Amy Tan, The Joy Luck Club.

(Continued on page 5)

I would have to



say that the annual end of season picnic was a resounding success. It was great to see the Bundgaard's from Breezy Point with their '53 convertible and the Don Peterson's from Winona with their '79 Town Car. There

were about 20 older Lincolns at the picnic and at least 55 total people. A big THANK YOU to Roger and Barb Wothe for again hosting this event. The food was great. Thank goodness for the indoor lunchroom, since the weather did not completely cooperate. It was not raining, but was windy and cool. The auction was a success, grossing the club about \$700. Bob G. is on my list for outbidding me on the '93 Mark VIII promotional video and booklet. I did get a nice framed poster of early Lincolns and a framed picture of a '54. A great time was had by all.

As was announced at the picnic, there will be an election of some of the Region Directors. My position as Regional Director and the Events Director positions are open. The position of Meet Chairman is also open for the 2002 National Meet. Please send your name or nominee to Roger Wothe, Club Secretary. This election will be held by mail in the next month or so.

We have the fall touring event coming up in a

Couple of weeks and I am hoping everyone can make that. This is in conjunction with the T-Bird club. Thanks to Jay White for setting it up.

Lincoln and The Competition in 1989

In the US in 1989 there were only three major car manufacturers that could field a luxury automobile. Ford, with Lincoln, General Motors with Cadillac, and Chrysler Corporation. Due to economic hardship, Chrysler was in the process of recovering from near bankruptcy, and the closest thing to a luxury car was their Chrysler New Yorker series, which at the time was little more than a fancy "K car". While the interior was nicely finished, it clearly did not have the look and feel of a truly fine luxury model. It would be another year before Chrysler would bring back the Imperial line, which was still nothing more than an extended length New Yorker with a higher trim level.

Cadillac had been significantly "downsized" during the mid-eighties, with disastrous effects. What was once the epitome of luxury in the US and throughout the world was the victim of the "bean counting" mentality of Roger Smith, who was head of GM at that time. It wasn't until 1989 that Cadillac finally started to right itself.

(Continued on page 5)

Board of Directors' Meeting

September 12, 2001

The meeting was called to order at Whitaker Lincoln-Mercury at 7:10 PM by Regional Director Jim French. Board members present were Harvey Oberg, Dave Gustafson, Tim Purvis, Bob Gavrilesco, Jim French and Roger Wothe. Other members present were Faythe Oberg, Gay Purvis, Ray Nelson, Tim Behr and new member James Jacobsen. The minutes of the previous meeting and the agenda of this meeting were approved.

Directors Reports

Treasurer Harvey Oberg reported that the treasury balance was \$4,112.05 with all bills paid.

Membership Director David Gustafson reported the addition of one new member, James Jacobsen.

Nominations: We will start taking nominations at the picnic for an election in October. Jim French has declined to seek reelection as Regional Director.

(Continued on page 5)

Lincoln and The Competition in 1989

(Continued from page 4)
 Record of the year: Bette Midler, for "Wind Beneath My Wings". Minnesota's own Gretchen Elizabeth Carlson was named Miss America. Top singles for the year included "Better Man" by Clint Black, and "Nick of Time" (album) by Bonnie Raitt. Top TV shows included the Cosby Show, Cheers, Roseanne, Golden Girls, Empty Nest, 60 Minutes and Unsolved Mysteries.

Other events included the publishing of Salman Rushdie's Satanic verses, the passing of America's beloved comedienne Lucille Ball at 87, and the coining of the term "virtual reality" by visionary Jaron Lanier, who also produced equipment to experience it. 60% of US homes with televisions are now connected to the cable. Others who left us in 1989 included Jim Bacus, Salvador Dali, Bette Davis, Ferdinand Marcos, Billy Martin, Laurence Olivier, and Sugar Ray Robinson.

Information from the Internet.

(Continued from page 4)

The longer wheelbase Fleetwood Brougham continued to remind people of what classic Cadillacs should look like. It weighed in at 4,190 pounds, and cost a reasonable \$25,699. It was powered by the ubiquitous GM 307 cubic inch engine, found in most of the other GM cars of the period. Cadillac continued to offer many models, fortunately dropping the ill fated Cimarron the year before. The models ranged in size from the Allante, the imported two passenger roadster, assembled in limited quantities in Italy, and priced at \$57,183. It was a neat car, but lacked public acceptance. It was discontinued in the early 90's. The Seville solidiered on, a letter better than the previous models. It was powered by a 273 cubic inch engine rated at 200 hp. It was priced at \$29,750. Another long time favorite was the Eldorado, which had slightly improved it's looks over previous models. It would be several more years until a better looking Eldorado was produced. All in all, the Eldorado was not a bad driving car. It was equipped with the same 273 cubic inch engine found in the other front wheel Cadillacs. It was priced at \$26,738. The bread and butter car was the DeVille, offered in both a coupe and 4 dr sedan. It cost \$24,960 for the coupe, and \$25,435 for the 4 door sedan. They also produced a Fleetwood, and a Fleetwood Sixty Special, which offered increasing higher levels of trim. Costs for the Fleetwoods ran from \$29,825 to \$34,230. Cadillac was gradually coming back from the doldrums of the mid-eighties.

Directors Reports Continued

Roger will have a sample of the club jacket at the picnic with a mock-up of the North Star Region logo.

The following is a list of positions filled and those that are still open for the 2002 Mid-America Meet:

Chairman	(open)
Finance	Bob Gavrilesco
Registration	Roger Wothe
Trophies	Ray Nelson
Swap Meet	(open)
Auction	Bob Gavrilesco
Club Project Sales	Bob Gavrilesco
Field Marshall	Tim Purvis
Hospitality/Activities	(open)
50/50 Ticket Sales	Harvey and Faythe Oberg

Fortunately, Lincoln styling during the eighties was distinctive. There was no mistaking a Lincoln for a Mercury or a Ford. Lincolns looked like quality car should look. It is interesting that a large, relatively old-fashioned car should carry Lincoln back to prosperity in the '80's. Though Cadillac remained the luxury sales leader, an increasing portion of its total volume depended on ever smaller "big" cars that looked too much like cheaper GM products and lacked the Town Car's sheer presence.

In 1989 Lincoln offered the Town Car Series, consisting of a four door sedan, at \$25,205, the Signature sedan at \$28,206, the Cartier sedan at \$29,352, and a Gucci sedan at the same price. There were about 83,700 town cars produced in 1989.

The Mark Series consisted to consisted of the Luxury Sport Coupe and the Bill Blass Coupe, which differed in trim and handling qualities. A 305 V8 engine, rated at 225 powered the Marks. Cost was \$27,218.

The Continental (based on the Taurus) was a fine 4 door front wheel driver. The base sedan cost \$27,466 and the Signature model was \$29,334. It featured a 232 cubic V6. It was nicely trimmed and well equipped, but somewhat underpowered.

Publicity Banquet	Dave Gustafson Harvey and Faythe Oberg
Security Dash Plaques	(open) Roger Wothe

There being no further business, the meeting was adjourned at 7:52 PM.

The next meeting will be at Whitaker Lincoln-Mercury on Wednesday, October 10, 2001 at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Preview of Coming Attractions

The following are the scheduled club events, please call Tim Purvis at (651) 459-6176 for information and directions.

- Sept 29-30 31st Annual Midwest Fall Swap Meet & Antique Auto Show
8:00 AM - 4:00 PM both days. At the Minnesota State Fairgrounds Speedway, St. Paul, MN. Hosted by the twin Cities Model 'A' Ford Club & the Capital City Chapter of the AACA.
- October 7 Lincoln and Mini Bird caravan to Lanesboro, MN. Leaving Big Daddies, a 50's diner in Rosemount (on the Main Street, in the old Loch Pharmacy Bldg) at 9:00 AM sharp. We will take Hwy 52 to Rochester, then to Lanesboro, which is a quaint small town with lots going on. Shops, antiques, and many other interesting features. The tour will have lunch at Lanesboro, then drive to Peterson, MN, just down river, where there is a large school which has been converted to a large antique store. They have some good car items and lots of other items of interest too!! This is what is called Bluff Country, and the woods should be alive with vibrant colors. Please call Jay White at 952-432-5939 to register for the tour, or for more information on this great fall driving event.
- November 4 Sunday 12:00 Noon. Lunch/Brunch at **AL BAKERS** in Eagan. We have been there before, and it is a fun place to eat. The food is great, the service good, and the prices reasonable. With club members for company, what more could you ask for. AL BAKERS is located at 3434 Washington Drive in Eagan. 651-454-9000. Near the intersection of Yankee Doodle Road, Pilot Knob Road, and Highway 35E. Let us have a good turnout this for the last scheduled club event of the year.
- December Happy Holidays Ask for car books and parts for Christmas, maybe some tools...
- January No events planned (save your money, pay your dues)
- February Annual potluck supper with the CCCA at Ellingsons car museum at Rogers, MN. More information to follow. This is always a fun evening to start off the new year with.
- March To be determined
- April Sunday Brunch
- May Annual Car Show at Whitaker Lincoln Mercury