

NORTHSTAR NEWS

My Pride and Joy....

My 1988 Lincoln Mark VII LSC by Tom Brace...

I have always admired the look of a Mark VII LSC. My good friend Bob Gavrilesu had a black version that he did his usual "clean-up" on and I had the opportunity to ride in it several times. Bob told me of a 1988 Mark VII that Roger Wothe knew of and the rest is history.

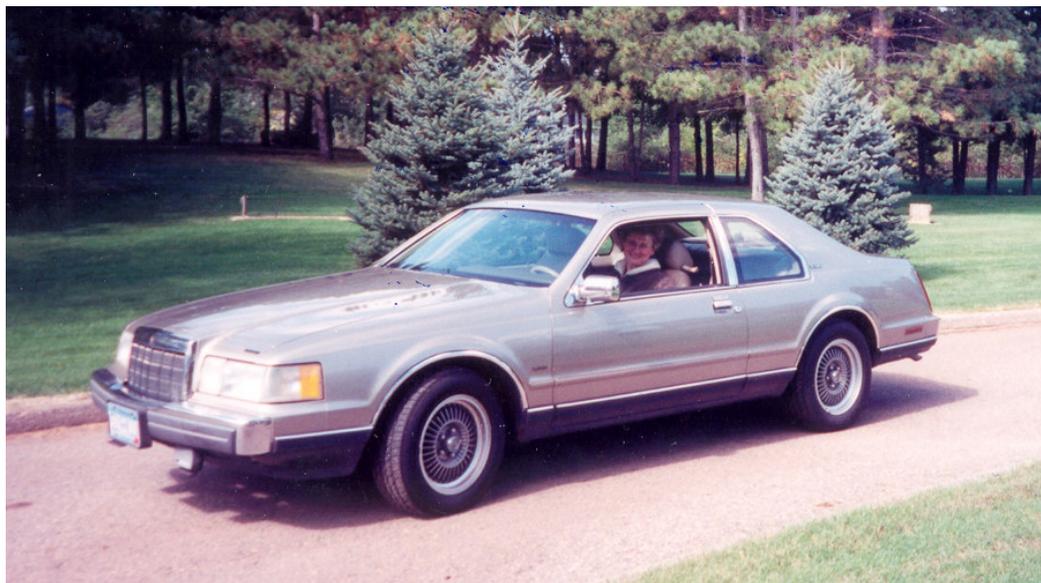
This Mark VII was owned by the father of one of Roger's secretaries and I made contact with her. The car had about 59,000 miles on it and it appeared to be in good condition. I believe that he was the second owner.

I bought the car for my wife Gunta to use as a daily driver. She was surprised when she took it through a car wash and the attendants were very appreciative of it. It was a Lincoln.

Gunta joined the LCOC and we started to attend the many fine outings our local region sponsors. We would drive the Mark VII to the events and the color of the car was reported to be somewhat rare.

Fast forward to our National Meet that our club sponsored in Red Wing. I had registered our 1937 Lincoln K 2-window sedan for the meet however, the upholstery was not quite completed.

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Tom and Gunta Brace's 1988 Mark VII

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.

This Issue Contains

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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

My Pride and Joy Continued...

(Continued from page 1)

Bob Johnson in his usual blunt manner said to me-
bring the Mark VII you have already paid for hav-
ing a car judged.

As fate would have it the car did very well and no
one was more surprised than I when it won in
class. I was the Master of Ceremonies for the
evening and we were at the head table. I remem-
ber commenting that the car was not that good for
all of the attention it was getting. I also told my
wife that maybe we should regard this car in a
new light and I would find something else for her
to drive and we would continue to upgrade her
Lincoln. In brief it became a "collector car" and
not a daily driver.

I later showed the car in Detroit and the competi-
tion was very strong. After a lot of additional
work the car received a third in class. I was going
the wrong way in the judging circles. I drove the

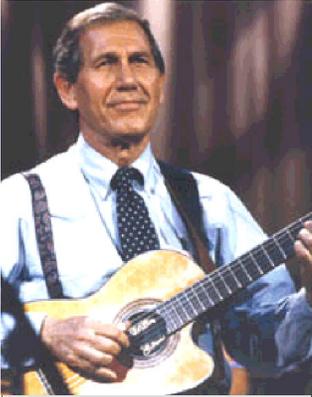
car to Detroit with Bob Gavrilescu and really en-
joyed the way that it handled. We hit a lot of rain
and fog and I had the opportunity to use the fog
lights for the first time and they worked well. Stop-
ping at the side of the road and removing the covers
on a foggy night was not my idea of safety, yet they
were needed.



Tom at the 2003 LCOC Mid America, ready for show.

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Trivia from the Internet



Chet Atkins
Musician Extraordinaire

Without Chet Atkins, country music may never have crossed over into the pop charts in the '50s and '60s. Although he has recorded hundreds of solo records, Chet Atkins' largest influence came as a session musician and a record producer. During the '50s and '60s, he helped create the Nashville sound, a style of country music that owed nearly as much to pop as it did to honky tonks.

And as a guitarist, he is without parallel. Atkins' style grew out of his admiration for Merle Travis, expanding Travis' signature syncopated thumb and fingers roll into new territory.

Chet was born on June 20, 1924, in Luttrell, Tennessee, near the

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Editors Message

October 2006

What a wonderful time we had at our picnic at Barb and Roger Wothe's. The weather was good, the food even better and lots of fine friends and Lincolns. A perfect day. The club wants to continue our end of summer picnic, but will need to find a new location. Please let us know if you have any ideas to share with us about good places.



Faithie is admiring the award dad got for having the widest white sidewall at the Burnsville Fire Muster Car Show held this last September.

Local car shows are always fun. Burnsville, where Marion, Faithie and I live has one each September. It is part of a community celebration, known as the Fire Muster. Fire Departments from all over the area converge on Burnsville for a fire truck parade and other interesting events. The best part, of course, is the car show. There were about 60 cars there, only two Lincolns, guess which two. Two 51 Cosmopolitans will attract a lot of attention. We didn't win best of show, only Chevy's and Ford's do that. We did win an "Off the Wall Award" for the car sporting the widest white side wall tires. You gotta love those big Denman's. Faithie was duly impressed, she gave the award a good kiss.

Also in September, we managed to say goodbye to two of our cars. When I bought the dark blue 51 Cosmo from Al

Longley earlier in May, I promised Marion that I would part with something to gain back some garage space. Al was interested in our 51 Imperial Newport, and when he came by to pick it up, we also struck a deal for our 54 Buick Roadmaster. Al likes GM cars, and I had the Buick since the early 80's and haven't driven it much in the last five years. Cars deserve to be driven, and Al will do that along with dealing with some mechanical issues that the Buick had.



Al Longley behind the wheel of the 54 Buick, going to a new home in Al's garage.

We have two events left this year, the first, a Fall Leaf Tour up to Balsam Lake, Wisconsin with brunch at Paradise Landing on October 15th. We were there earlier this year with the club and had a good time. It was worth repeating. Our second event will be another Sunday brunch at Al Bakers in Eagan on November 19th. There will be a map in the next issue.

We would love to hear about your favorite Lincoln. Drop us a note along with a picture or two. This truly is what makes the club fun and interesting. Most of our membership believe that this is the most interesting part of our newsletter.

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

(Continued from page 3)
 Clinch Mountains, and grew up with his mother and two brothers and a sister, he being the youngest. His parents divorced when he was six. He started out on the ukelele, later moving on to the fiddle, but traded his brother Lowell an old pistol and some chores for a guitar when he was nine. Forced to relocate to Georgia to live with his father due to a near-fatal asthma condition, Chet was a sensitive youth who made music his obsession. The stories have been told about the very young Chet who, when a relative would come to visit, and if that relative played a guitar, would crowd in and put his ear so very close to the instrument that it became difficult for that person to play! This was an early demonstration of his affinity for the instrument that would later become his life, and that he would take around the world, stunning packed concert halls from Nashville to the Boston Pops. Thus he became an accomplished guitarist while he was in high school. The stories are told of how Chet would use the rest-

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August Board Meeting....

BOARD OF DIRECTORS MEETING

September 7th, 2006

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

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the contracts for the 2008 Mid America Meet have been signed. Only the incumbent Directors; Harvey Oberg, Dave Gustafson and Tom Brace were nominated and reelected to the Board. The new lanyards will be used for nametags at the upcoming picnic.

Treasurer Harvey Oberg reported the treasury balance to be \$1,705.46 which was a significant reduction in our average balance because a \$1,000 payment made to the DECC in Duluth for the 2008 Meet.

Membership and Publications director Dave Gustafson reported that the current paid membership to be about one hundred thirty-five. He is still requesting "My Pride and Joy" articles for the newsletter.

Activities: The next club activity will be the annual fall picnic at Environments on Sunday 24 September at 11:30. Bring good articles for the auction, junk is not allowed. If you bring junk, it will go home with you. **Please** RSVP to Roger or Barb Wothe at rwothe@mchsi.com or 952-473-3038 by Monday 18 September with the names of those attending. LCOC Mid America Meet is in Indianapolis 14 - 18 September. Our Third Annual Coon Rapids Car Show will be at Coon Rapids Lincoln-Mercury on Saturday 7 October from 10:00 AM to 3:00 PM. Fall Leaf Tour and Brunch to Paradise Land-

ing, Balsam Lake WI on Sunday 15 October. Meet at the T.J.Maxx parking lot at the Sun Ray Shopping Center on I-94 in Maplewood at 10:00 AM to caravan. The year end brunch will be on Sunday 11 November at Al Baker's in Eagan.

There being no further business, the meeting was adjourned at 7:40 PM. The next meeting will be at Culver's in Maplewood on Thursday October 12th at 7:00 PM. Everyone is welcome.

Respectfully submitted by Secretary Roger Wothe.

A Cobra in the Barn



The Cobra in the Barn

It's the fantasy of every car enthusiast: Pull a tarp off a pile in a barn, or hear a farmer say "there's an old car out back" and discover a classic collectible such as a Hemi 'Cuda, a rare Porsche, or a Jaguar E-Type racer. Many such tales told during enthusiasts' bench racing sessions are urban myths. But this book is full of true tales of rare gems pulled out of haystacks or junkyards—and there are before and after photos to prove it! Author Tom Cotter uses his engaging writing style in telling the tales of found Cobras, a rare Delehayé found disassembled in Czechoslovakia that eventually won Best in Show at Pebble Beach, a Ferrari racer found in a California woodchip pile, and several more. Cotter traces the early histories of the cars, how they were discovered, and where they are today.

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room in the school to practice, because it gave better acoustics! While the other boys in school shot craps, Chet would busy himself practicing, absorbed in the world of his guitar. Chet was self-taught, and later in life gave himself (along with Tommy Emmanuel, Jerry Reed and John Knowles) the honorary degree "CGP", standing for "Certified Guitar Player". His half-brother Jim was a successful guitarist who worked with the Les Paul Trio in New York.

Using a variety of contacts, he wound up performing on the Bill Carlisle Show on WNOX in Knoxville, TN, as well as becoming part of the Dixie Swingers. Atkins worked with Homer and Jethro while he was at the radio station. After three years, he moved to a radio station in Cincinnati.

Supporting Red Foley, Atkins made his first appearance at the Grand Ole Opry in 1946. That same year, he made his first records, recording for Bullet. Atkins also began making regular performances on the WRVA radio station in Richmond, VA, but he was repeatedly fired

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Directors Message

by Bob Johnson

October 2006

Parts of September have felt like November, just maybe the weather will be nice for driving our Lincolns for a long time yet this year. Mary and I just returned from the Mid-America Meet in Indianapolis, Indiana. It was a huge meet with about 110 cars, great weather and very friendly people. It is a shame the National Meets have to be so far away. The selection of Lincolns was great; most were from the 1950's and up. We will hold our National Meet in Duluth, June 26-29, 2008. Duluth is truly a vacation destination. We will be planning many activities which will make this an exciting and fun filled show for everyone attending. Mark your calendars now, so you don't miss out on all the fun.

Our 12th Annual Picnic at Roger and Barb Wothe's Environments, Sunday September 24th, had over 70 members RSVP. Since this is being written before the picnic, a separate article is elsewhere in newsletter.

Our picnic has been the **BEST REGION EVENT FOR ALL THESE MANY YEARS. THANK YOU, ROGER & BARB, FOR YOUR HOSPITALITY AND FOR BEING SUCH GRACIOUS HOSTS, THESE PAST 12 YEARS.**

Saturday, October 7th, will feature our last Lincoln car show for 2006. Coon Rapids Lincoln Mercury, has invited us to their dealership. We will also make this a brunch day: they will provide transportation to one of the local restaurants. We can make this a cruise, car show and brunch all in one day. If you know some one who has an older

Lincoln, please call them and invite them to this FREE car show. This is a great place to see a lot of beautiful Lincolns and find one that may be for sale.

Please join us on Sunday, October 15th, for a Fall Leaf Tour and Brunch, Paradise Landing, Balsam Lake, at 11:30 AM. We will meet at Sun Ray Shopping Center, I94 & Ruth Street, by TJ Maxx at 10:00 AM to begin tour. We were there this spring and are doing a return trip to enjoy both the fall colors and the great Paradise Inn Restaurant.

WE NEED ARTICLES ABOUT YOUR LINCOLN. PLEASE TELL US ABOUT YOUR PRIDE AND JOY, WE WILL HELP YOU WRITE THE ARTICLE. AFTER 5 YEARS AND ABOUT 60 DIFFERENT LINCOLN STORIES WE ARE IN GREAT NEED OF MEMBERS WHO HAVE NOT WRITTEN ABOUT THEIR CARS TO NOW DO SO. PLEASE HELP DAVE, SEND HIM A STORY ABOUT YOUR LINCOLN, EVERY LINCOLN HAS A STORY.

We will be planning activities for 2007 at our up coming Region Board Meetings, please attend or call your Board Members if you have a place that would interest our membership. We can only do what we think you want to do, unless you tell us different. We want to have activities that are both interesting and fun, please let us know if you have an activity that would be enjoyable.

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because his musical arrangements differed from the expectations of the station's executives. He eventually moved to Springfield, MO, working for the KWTO station. A tape of one of Atkins' performances was sent to RCA Victor's office in Chicago. Eventually, it worked its way to Steve Sholes, the head of country music at RCA. Sholes had heard Atkins previously and had been trying to find him for several years. By the time Sholes heard the tape, Atkins had moved to Denver, CO and was playing with Shorty Thompson and His Rangers. Upon receiving the call from RCA, he moved to Nashville to record.

Once he arrived in Nashville, Chet recorded eight tracks for the label, five of which featured the guitarist singing. Impressed by his playing, Sholes made Atkins the studio guitarist for all of RCA studio's Nashville sessions in 1949. The following year, Mother Maybelle and the Carter Sisters hired him as a regular on the Grand Ole Opry, making his place in Nashville's musical community secure. While he worked for RCA, he played on many hit records and helped fashion the Nashville sound. RCA appreciated his work and made him a consultant to the company's Nashville division in 1953. That year, the

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Pride and Joy Continued..

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I begin to rethink the future of the car and decided that because it was such a good road car maybe I should drive it when I took long trips. After all it gets better mileage than my usual mode of transportation(2004 Dodge pickup with a Cummins engine). It is also a lot more comfortable with the suspension system that allows the car to handle extremely well and yet still gives a comfortable ride.

In 2005 and 2006 I drove the car by myself to the West Coast. My overall mileage was 24 mpg and I drove at 70-75 miles per hour. At times I did a little more however the tach was reading about 2000 RPM most of the time which appeared to me to be loafing along. The power plant in this car is a 5.0 liter high performance Mustang engine that I have well tuned.

When I first bought the car we put it on a dyno. We found that is was slightly out of tune and probably had been that way from the factory. We moved the distributor and dialed it in. It took two of us to loosen the distributor to turn it. I thought the car ran well when we bought it, after a very careful and accurate tune up it became very impressive.

I have read accounts of earlier Mark-VII's that were a little under-powered. This is not the case by 1988.

When I am on the highway, I place the transmission in the setting that allows the use of an "overdrive".

The only time that I took it out of the setting was when I was going over the Rockies and noted that I was starting to slow down with the cruise control on. Taking it out of overdrive, the Lincoln went over the pass as if it was not there. I also used the direct drive when going down the other side of the pass. There is an old adage that states one uses the same gear going down you use going up a steep incline. Even though the car is an automatic there is still some engine braking.

I have been told that people who purchased the Mark VII wanted the luxury of a Lincoln but also wanted good handling and an automobile that was more European in size and stance. I owned and drove BMW's in the late 70's and have some understanding of what is meant by "European size and handling." I think that the Lincoln Motor Car Company came fairly close in this effort.

I did find that in Minnesota winter driving, I needed to go to another type of tire for better traction. I used Blizzaks on all four wheels and the car handled well. After it won in Red Wing, it never saw another snowflake.

I would recommend to anyone that if you are looking for a luxury ride with good handling characteristics, a late model Mark V11 has a lot going for it. Performance, mileage, style, handling, and just plain fun is your reward for ownership. The challenge will be not to drive it all of the time.

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label began to issue a number of instrumental albums that showcased Atkins' considerable talents. Two years later, he scored his first hit with a version of "Mr. Sandman;" it was followed by "Silver Bell," a duet with Hank Snow. By the late '50s, Chet Atkins was known throughout the music industry as a first-rate player. Not only did his records sell well, he designed guitars for Gibson and Gretsch; models of these instruments continued to sell in the '90s.

Steve Sholes left for New York in 1957 to act as head of pop A&R, leaving Atkins as the manager of RCA's Nashville division. However, the guitarist didn't abandon performing, and throughout the early '60s his star continued to rise. He played the Newport Jazz Festival in 1960; in 1961, he performed at the White House. Atkins had his first Top 5 hit in 1965 with a reworking of Boots Randolph's "Yakety Sax," retitled "Yakety Axe;" in addition to being a sizable country hit, the song crossed over to the pop charts.

Atkins' role behind the scene was thriving as well. He produced hits for the majority of RCA's Nashville acts, including Elvis Presley and Eddy Arnold, and discovered a wealth of talent, including Don Gibson, Waylon Jennings, Floyd Cramer, Charley

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The Northstar LCOC Picnic.. The End of an Era

By Bob Johnson.

The North Star Region held its 12th Annual Picnic at Roger and Barb Wothe's Environments, Sunday September 24th. 67 people and 31 Lincolns were in attendance on a perfect sunny and crisp day, what a beautiful way to have our final picnic there. This picnic was more about how great it has been to be able to enjoy the hospitality and beautiful grounds and facility that Roger and Barb have shared with us these many years than the Lincolns we all love..



Roger showing Bob Roth how to grill

Roger was so busy being a perfect host that he was not able to go out and see the special car that Todd Warner, guest and son of Frank Warner drove for us to see. Todd brought a 1928/29 Stutz, Lyman leather bodied coach for us to see. I did not know that such a classic even existed.



Todd Warner's Lyman leather bodied Stutz caught everyone's attention.

This picnic had superb food and plenty of it. Maybe we can get Roger and Barb to forget about retirement. In the future we will have another place to hold our picnics but it will not be the same. The tradition that Roger and Barb, have established will be almost impossible to match. THANK YOU, ROGER AND BARB, YOUR HOSPITALITY AND GENEROSTITY WILL ALWAYS BE REMEMBERED BY ANY PERSON THAT EVER ATTENDED A PICNIC THAT YOU HOSTED.



Richard Proctor drove up in this rare Mercedes Benz 600 Adenauer sedan.

The Lincolns on display were awesome. We had 5 V12's, 2 1957 convertibles, a 1957 sedan, 1951 Cosmopolitan, 1959 convertible, 4 1960's convertibles and sedans, 7 1970's Mark series, plus many 1980, 1990 and 2000 model Lincolns to feast our eyes on.



Ed Myhre, Mag Lindell and Harvey Oberg. Ed was selling off stuff faster that Harvey could hold it up.

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Pride, Bobby Bare, and Connie Smith. Because of his consistent track record, Atkins was promoted to vice-president of RCA's country division when Steve Sholes died in 1968.

The following year, Atkins had his last major hit single, "Country Gentleman." In the late '60s and early '70s, several minor hits followed, but only one song, "Prissy" (1968), made it into the Top 40. Instead, the guitarist's major musical contribution in the early part of the '70s was with Homer and Jethro. Under the name the Nashville String Band, the trio released five albums between 1970 and 1972. Following Homer's death, Atkins continued to work with Jethro.

*Atkins continued to record for RCA throughout the '70s, although he was creatively stifled by the label by the end of the decade. The guitarist wanted to record a jazz album, but he was met with resistance by the label. In 1982, he left the label and signed with Columbia, releasing his first album for the label, *Work It Out With Chet Atkins*, in 1983. During his time at Columbia, Atkins departed from his traditional country roots, demonstrating that he was a bold and tasteful jazz guitarist as well. He did return to country on occa-*

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1955 Lincoln Indianapolis Gian Boano's Attention Getter by Mike Covello



1955 Lincoln Indianapolis

ONE LOOK AT THE OUTRAGEOUSLY flamboyant Lincoln Indianapolis and your brain screams "show car." If its designer Gian Paolo Boano was there, he would inform you that he preferred the term "exclusive study." It is safe to say cars don't come any more exclusive than this one-off styling exercise.

It is impossible not to notice Tom Kerr's prized possession. Besides the brilliant orange color, the car is a rolling embodiment of '50s outrageousness. True, there are no tailfins, but the aeronautic theme is executed by six rocket exhausts poking out from the front fenders. The nose is lacking the traditional '50s chrome grille, and instead features a curvaceous chrome bumper that unites the two pontoon fenders that bring to mind propellers. The greenhouse bears a striking resemblance to fighter cockpits of its day.

Swing open the huge door and you will find only two seats housed in this enormous body. A black stripe wraps around the interior on the dashboard, and "Indianapolis," in bright chrome letters, labels the car. At first glance

you'd think the designer forgot to include any instrumentation. But a quick flip of the "stripe" reveals this is just a cover, and the instruments, radio, heater controls and outlets are all tucked away behind it. The large chrome-and-black Bakelite wheel is the only item that tells you a Lincoln donated its chassis; that, and the marque's name spelled out on the rounded nose.

Felice Mario Boano may not be as well known as some other Italian design houses, such as Pinin Farina. But Boano was one of Battista "Pinin" Farina's original employees when the young Farina set up shop in 1930. F.M. Boano was launched in 1934, and it was here that Felice's son Gian Paolo Boano came to work at the tender age of 17. Boano Sr. agreed to the widow Ghia's request to help save the remains of that war-torn company in 1944. A fight with chief designer Luigi Serge led to the father and son moving on from Ghia and forming Carrozzeria Boano in 1953.

It is thought the purpose of the Lincoln Indianapolis' appearance at the Turin motor show in 1955 was that of bait. The car blended American flash with Italian style to create a new breed of vehicle. Henry Ford II was so impressed that he bought it before the show closed. An offer soon followed to have Carrozzeria Boano form an exclusive styling studio for Ford vehicles. As much as young Gian liked the idea, it was the father's wish to build a base closer to home. Waving Ford's offer under the noses of the right folks at Fiat allowed

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 sion, particularly on duet albums with Mark Knopfler and Jerry Reed, but by and large, Atkins' Columbia records demonstrated a more adventurous guitarist than was previously captured on his RCA albums.

Throughout his career, Chet Atkins earned numerous awards, including 11 Grammy awards and nine CMA "Instrumentalist of the Year" honors, as well as "Lifetime Achievement Award" from NARAS. Although his award list is impressive, they only begin to convey his contribution to country music.

In later years he even went back to radio, appearing on Garrison Keillor's Prarie Home Companion, and even picking up a fiddle from time to time. While he did more performing in the 1990s his health grew frail as the cancer returned and worsened. He died on June 30, 2001 at his home in Nashville.

Atkins was quoted many times throughout his career, and of his own legacy he once said: "Years from now, after I'm gone, someone will listen to what I've done and know I was here. They may not know or care who I was, but they'll hear my guitars speaking for me."

From the Internet.....

Indianapolis Continued

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Boano to parlay Ford's offer into a 10-year partnership with Fiat.

The ownership of this unique vehicle is questionable after Ford took possession. It is said Hank the Deuce gave the Indianapolis to his friend Errol Flynn, but there are no records to substantiate the transaction. The poorly kept car eventually wound up in Kerr's hands, who turned the remains over to Sussex Motor and Coach Works in Pennsylvania for a full restoration. Jim Cox Sr. tells of trying to turn a fire-damaged hulk of a show car into a vehicle fit for the road.

The restoration process was hampered by the discovery that the car was originally constructed with great haste, and with no plans for road-worthiness. Despite such foolishness as a big Lincoln V8 fed only by a five-gallon gas tank, Jim Jr. and his crew worked their magic and the result is breathtaking.

On the vintage circuit, Kerr managed to complete the 60-mile tour at Pebble Beach in 2001, and was awarded the Postwar Custom Coachwork Best in Class. Subsequent appearances at Amelia Island, the Bethlehem concours and the Greenwich concours also garnered awards. The Indianapolis always draws a crowd, and it appeals to both young and old. "Did you see the orange car?" is a phrase heard every time it appears.

Say what you want about the styling, there is no denying Boano's creation captures your attention.

More Northstar Picnic

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Brian Carlson took pictures of all Lincolns as they arrived for the picnic. We will be developing a special CD of pictures of this picnic and Lincolns for all to enjoy.



Club members having more fun!

Our auction grossed over \$900, and we netted close \$400 after the food was paid for. Thank you to all of you who brought items for the auction. Thank you to all of you who bid and bought all the wonderful items. We thank Ed Myhre for his auctioneering and humor to cajole the most out of Frank Warner, Dick Koop and Bruce Wylie.



Frank Warner's 1959 Convertible

It truly was a wonderful day. The weather was the best, the food excellent, and better yet, was the opportunity to spend time with friends and our great hosts Roger and Barb. Once again, our sincere thanks to the Wothe's. It maybe the end of an era, but we will never forget the memories.

Great Automotive Buys...

2007 NorthStar LCOC

Club Calendars now available

\$15.00

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

Price includes USPS Priority Mailing

For Sale

1941 Continental Coupe with V-12, three speed with overdrive. Recent updates include bumper to bumper rewiring, new master and wheel cylinders, rebuilt sub-frame front and rear, gas tank removed, cleaned and lined, new clutch and rebuild tranny, rebuilt caruretor, new ignition wiring harness,rebuilt water pumps (modern parts), rebuilt coil(modern parts),hi-pressure oil pump, proper oil bath air cleaner. new upper radiator hoses and thermostats plus more.

Have all the body side moldings and an extra V-12 block goes with car plus many other items. (Two '41s and a wife don't all fit under the same roof). Asking \$16,000.

Bob BJORNDahl 651-429-6042

IMPORTANT NOTICE

OUR *October 12th*. BOARD MEETING WILL BE HELD AT
CULVERS, I-94 AND RUTH STREET
EAST SIDE OF ST. PAUL
MEET AT 6:00 FOR DINNER,
WITH THE MEETING TO FOLLOW AT 7:00PM

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.

For Sale

1947 Lincoln Continental Coupe

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

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

Call Ted Anderson at 763-561-8143

Parting Out

1952 Lincoln Capri
Four Door Sedan

Call Gary Ofstedahl at 507-433-7649
For your needs

Great Cars For Sale..... Other Stuff too....

Ron Fenelon, club member from Alexandria, MN offers the following:

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

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

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

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

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

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

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

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

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

1969 Mark III

The feature car of our May issue is now for sale. Contact Bill Juring at 651-484-2799

150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Please call Gordy Jensen at 952-851-2721

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available

Southwest Metro Location

Contact Gary Rosenwinkel

952-941-3700

For Sale

1972 Lincoln Mark IV

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

Call Don Pennock 651-488-1596
Cell 651-253-5516

Preview of Coming Attractions

The following include scheduled club events

- October Fall leaf tour and brunch at Paradise Landing, Balsam Lake WI on Sunday October 15th. See attached Flyer.
- November Year End Sunday Brunch, November 19th 11:30 AM, Al Bakers, Eagan, MN. Map and directions in November issue. Good prices, even better food.
- December No planned events. Stay home with your family.. Buy your wife some good car books and lots of Craftsman or Mac tools. A nice Lincoln K series from the late 30's would be great, perhaps with little minor restoration required, like replacing the bulb in the glove box... One can dream...

Planning is now under way for activities in 2007.

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: Activities@northstarlcoc.org

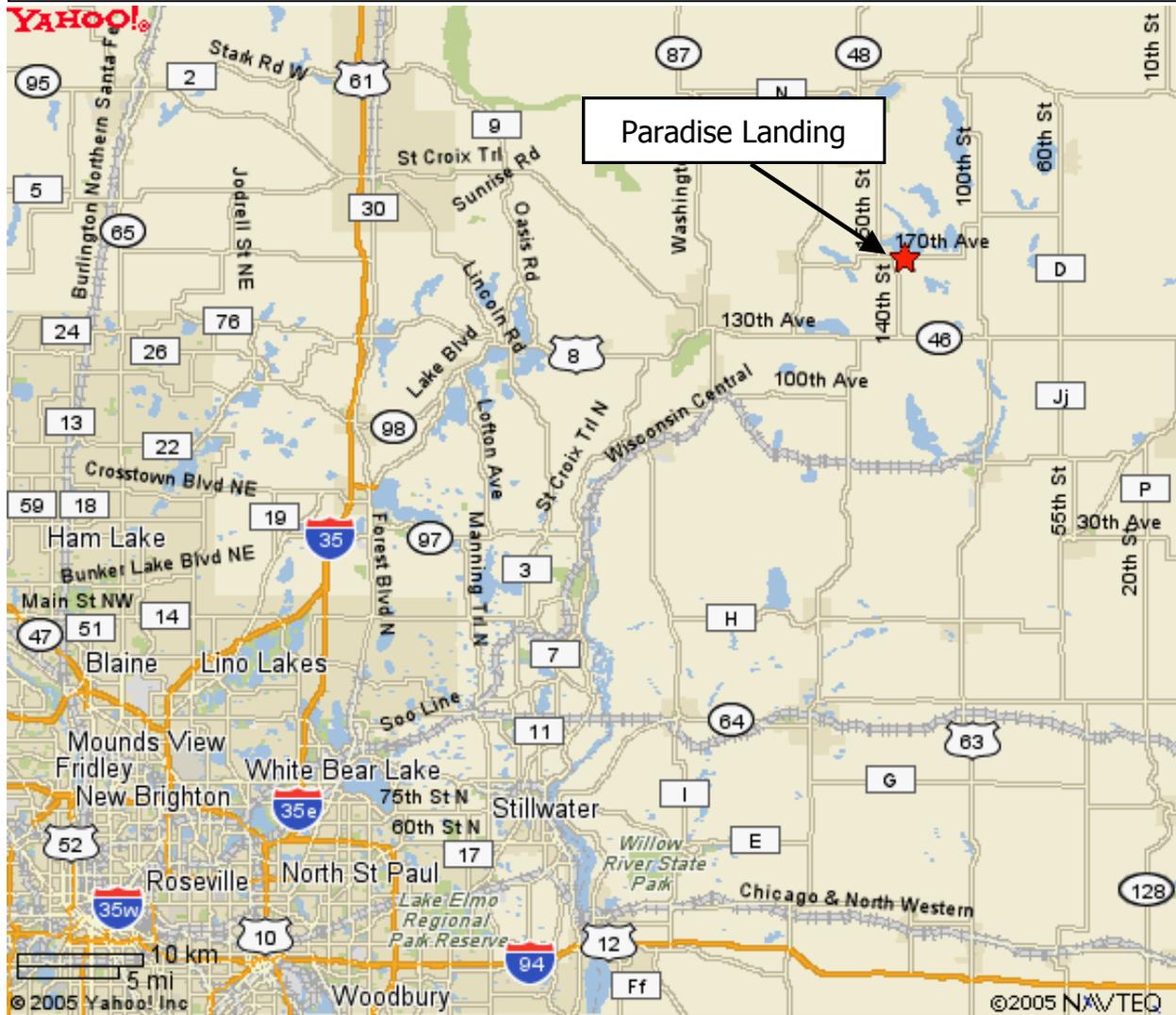
BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE NORTHSTAR LCOC WEB SITE. www.northstarlcoc.org Click on publications. Issues are in PDF format and may be printed on your color printer.

The Willmar Club announces the 2006 Car Buff's Breakfast Schedule. Member Francis Kalvoda, of Willmar invites all Lincoln Club members to join the Willmar Car Club for a 9:00AM breakfast on the FIRST Saturday of each month, May through November. Door prizes and announcements follow the breakfasts. The following are the dates and locations for the 2006 breakfast tours.

October 7, Melrose, Funky's Restaurant and Lounge, 203 East Main Street.

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

Paradise Landing, Sunday Brunch, October 15th, 2006



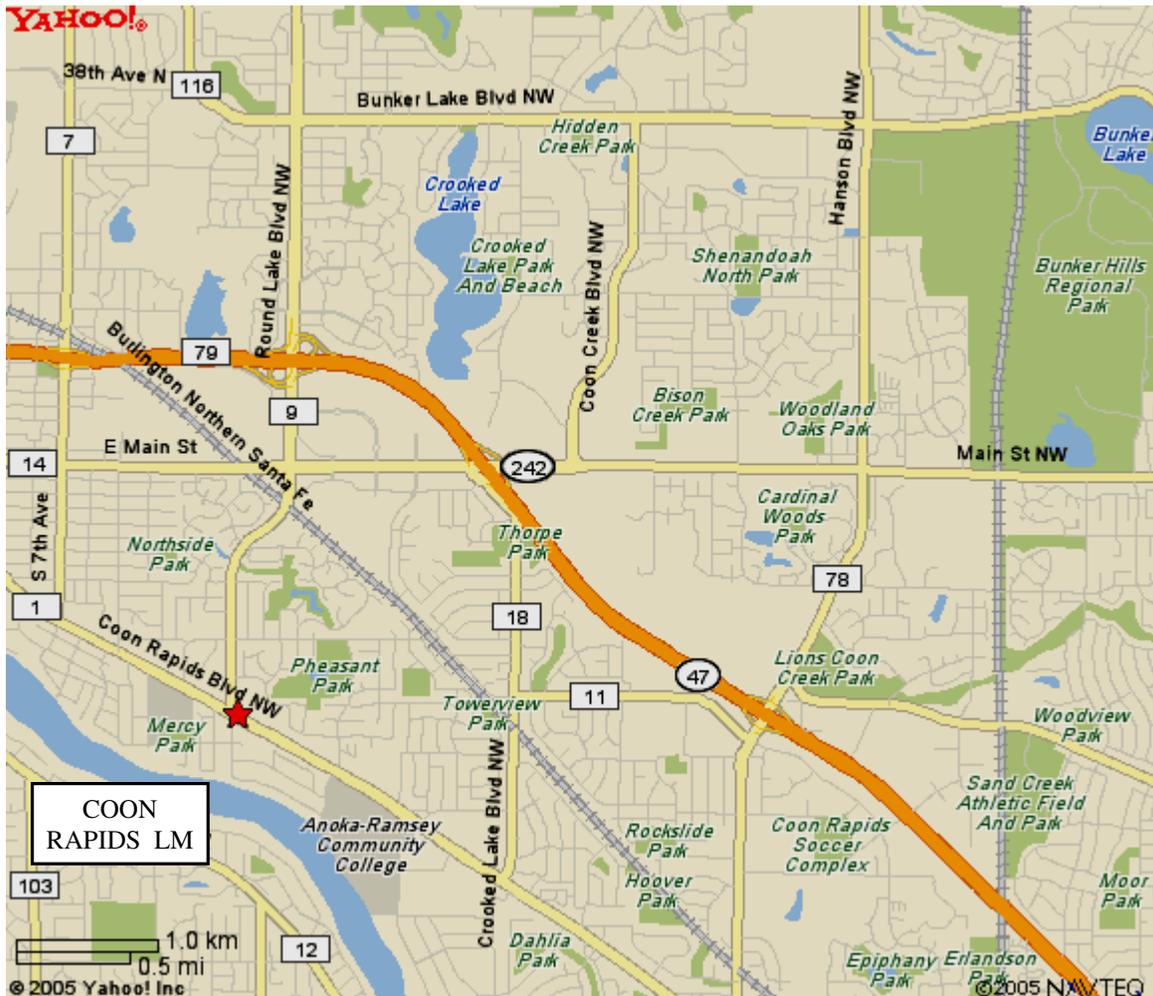
Yipes! We had so much fun last April, we are going to go back again! Sunday brunch at Paradise Landing, Balsam Lake, Wisconsin. We plan on caravanning there. ***We will meet at the SUNRAY Shopping Center parking lot at 10:00AM. Highway 94, St. Paul East Side, If you don't see any Lincoln's, you are not at the right place.*** Be at Paradise Landing at 11:30AM.

Paradise Landing, originally Paradise Supper Club, was built in the early 1900's as a social gathering place for the residents of Balsam Lake. People around here were pretty happy with that idea.

Something nice, but relaxed. The way lake people are. Big enough for everyone around the lake to drop in. Paradise Landing is noted for their good food, great service, and reasonable prices. Last April the club members attending had a great time. We want to repeat the trip and give those who missed the trip another chance. We should have great fall colors too. Call Bob Johnson at 651-257-1715 or email: arbor-bob41@aol.com if you plan on attending by October 10th.

FALL LINCOLN SHOW, SATURDAY, OCTOBER 7, 2006

Coon Rapids Lincoln Mercury



Getting There: 694 to East River Road to Coon Rapids Blvd NW. Car Show is on the Northeast corner of Round Lake Blvd and Coon Rapids Blvd.
Alternate, Hwy 10 to East River Rd/Coon Rapids Blvd NW.

Once again we return to Coon Rapids Lincoln Mercury, 3789 Coon Rapids Blvd, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 3:00 PM.

We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be prizes and lunch will be at one of the nearby restaurants. Shuttle transportation back and forth will be provided by Coon Rapids Lincoln Mercury. Set this date aside now. Lets get those Lincolns out for one last time this year. The last two years we had great weather and good times. Lets do it again this October 7th.

Call Bob Johnson if you have any additional questions. 651-257-1715