NORTHSTAR NEWS

Volume 5, Issue 10 October 1, 2005

Our Pride and Joy….

As told by Joyce and Jack Simler...

I freely admit my husband, Jack, lusted after our 1956 Premiere for over twenty years. He'd spotted it, in 1983, under covers, in the garage of our friend, Dick Crowell, in Inglewood, CA. Dick's son had purchased the car in 1962 during the height of the Mexican Off-Road Races. He hot-rodded it, and promptly blew a piston. Dick and Rich pushed the car into the garage, with the engine in the trunk, with every intention of working together to rebuild it. About that same time, Rich decided he wanted a New 1963 Corvette. He traded his dad, the engine-less Lincoln for a down payment on the Corvette he still owns and drives today.

Now, Dick was a procrastinator, and a pack-rat. The car sat in the garage, and soon became a storage rack for all sorts of things which he continued to collect for the next twenty years. Each time Jack saw Dick through those years, he'd ask if Dick was ready to sell the car. Each time I heard him ask that question, I would ask Jack what the dickens he wanted with that old thing, another car in our driveway was just what I didn't need! But then, I'd never seen a Premiere …

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Jack and Joyce Simler's 1956 Premiere

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

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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

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....

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In 1996, we decided we'd had enough of life in the fast lane. Jack had been retired for nearly five years, and we wanted "out." We contracted for our home on property we'd bought in Rural Minnesota. And off we went. The old car with fins was forgotten.

During the second winter we lived in snow country, Dick called. He was finally ready to sell the Lincoln. Was Jack still interested? He continued apologetically, he would need $1,000.00 for it. Jack didn't hesitate, answering that we would be in California the next week to arrange for transport. And so, the Purple People Eater as the car was then named, was about to become ours.

On our arrival in L.A., Dick took us directly to the garage. After all, I was anxious to see this thing with fins that had intrigued Jack for so many years. Both of our hearts sank when the doors were opened; the garage was filled, floor to ceiling, with stuff. For the next three days, Jack & Dick worked to clear a path to the car. That having been accomplished, they invited me to the grand unveiling. I was not impressed; thirty years of dirt & grime, and a very big indent where someone had stood in the middle of the hardtop, did not help me to appreciate the beauty of the cars' lines. Together, the three of us pushed the car out of it's thirty year resting place. I was so thankful; Jack was happy with the condition of the car and the fact that virtually all the pieces were there, I was relieved that this car didn't have the big fins like the Cadillac's of that era. We arranged the transport, and almost before we got home, car was sitting in our driveway.

This would be a good place for a side story. When the car had been loaded on the hauler for its ship-

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Trivia from the Internet.

KDKA begins to broadcast 1920

On Christmas Eve, 1906, wireless operators on ships off the New England coast wondered if they'd had a religious experience. Out of the midst of Morse code dots and dashes beeping through their headsets came the sound of a voice reading the Christmas story from the Gospel of Luke and a violin playing "Silent Night." The voice wished them a merry Christmas, and then the dots and dashes started up again.
The voice was that of Reginald Fessenden (1866-1932), an inventor and engineer who had been working on producing

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Editors Message

It was a great picnic. For those of you who couldn't make it this year, we missed you, and hope that you can make it next year. The weather was ideal, the food great, it truly was a lot of fun. We have included a few pictures of the event in this issue. We only have two more

Faithie wearing her favorite Northstar hat, making a few last minute changes to the newsletter.

events this year, the Coon Rapids Lincoln Mercury car show, on October 1st, and our November brunch. Please try to make one of these last events for this year.

There were some new faces at the picnic. We got the chance to meet many of them. Brad and Donna Johnson, Bill Holaday and Richard Proctor just joined in the past month. Bill Holaday owns a 59 Lincoln that he inherited from his dad and would like to see it running and presentable once again. We look forward to seeing it next year. Richard Proctor came to the picnic in a Mark II. It is a nice car. You just can't help but like those Mark II's.

We thank Joyce and Jack Simler for the fine article on their 1956 Premiere hardtop. Many feel that the 1956 models were among some of the best looking Lincolns ever produced.
Elsewhere in this issue is an article about Ford Motor coming out with some new hybrid models. Changes are in the wind, driven by the higher expected cost of fossil fuel and environmental concerns. The European market will feature more diesel powered models and I would expect to see more of them in this country too. Some will be a combination of diesel electric and performance will be about the same as today's vehicles, but with a 20 to 30% increase in economy.

The new Zephyr will be in the Lincoln Mercury showrooms in the near future. Stop by and take a look at them. These will be fairly priced, with many features and great economy. As more information becomes available, we will have it in the newsletter. There will be other new models at the dealers over the next few years too. A new Town Car will be coming along with a model between it and the Zephyr.

We are constantly looking for new material for the newsletter. If you feel inclined to write about your favorite Lincoln, please do so. New ones or old ones we still would like to hear about them. Email as a word document is best, although as desperate as we are, we will take them in any format, except clay tablets. Our clay tablet reader is broken.

Only a few weeks are left for driving the classics. Hopefully, Marion and I can get the Cosmo out for a few more miles yet this year. I have a fitting on the carburetor which needs replacing. I hope to get to this in the next few days. While we can have some nice November weather, often, it is not the case. Summer has marched by all to quickly this year. Till next month,
David, Marion, and Faithie the dog.

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voice radio since Marconi's first wireless broadcast across the Atlantic. After his Christmas experiment, Fessenden continued working to make voice radio practical. In 1907, Lee de Forest invented a new radio tube called the Audion. It soon made transmitting sound modulations much more effective and became standard radio equipment. The radio tube was gradually improved upon by other inventors, to increased clarity and power. For 15 years or so, voice radio was the purview of engineers and hobbyists called hams. To most people it seemed amusing, but a novelty that would have no practical appli-

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Monthly Director's Meeting

September 9, 2005

Regional Director Bob Johnson called the meeting to order at Whitaker Lincoln-Mercury at 7:05 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu and Roger Wothe. Other members present were Faye Oberg and Greg Langbehn. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the Classic Car Club Tour of the Duluth and North Shore area was a success. The Classic Car Club of America has invited the LCOC and LZOC to participate as the featured marque at the Gilmore/Classic Car Club Museum in Hickory Corners (thirty miles north of Kalamazoo MI) over the weekend of June 2 – 4, 2006. There will be a Lincoln Club Judging on Saturday and a Classic Car Club Judging on Sunday. More information will be forthcoming. The North Star Region will be hosting the 2008 Mid-America Meet. Please contact Bob Johnson with any suggestions you might have a meet site would be appreciated.

Treasurer Harvey Oberg report the treasury balance to be $2,984.51 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we now have one hundred forty-eight members. He has a "Pride and Joy" article for the next newsletter, but needs more for the following months.

Projects Director Bob Gavrilescu reported no new sales for the past month.

Activities: Picnic at the Wothes on Sunday the 11th. Year end Sunday Brunch will be at Piccadilly's on Sunday 13 November. There are no activities or Board meeting planned for December.

There being no further business, the meeting was adjourned at 7:40 PM. The next meeting will be at Whitaker Lincoln-Mercury on 13 October at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Ford plans big hybrid push

Ford Motor Co. plans to offer hybrid versions of half the models in its Ford, Mercury and Lincoln brand lineups by the end of the decade as part of a bold strategy to distinguish itself as a leader in safety and environmental innovation.

CEO Bill Ford Jr. outlined the strategy in Dearborn at the Ford Scientific Research Laboratory, which will be renamed to reflect the company's emphasis on innovation. The first Detroit carmaker to produce a gas-electric vehicle, Ford plans to ramp up production of hybrids from several thousand in '05 to 250,000 by 2010, the sources said.

Ford also plans to step up development of vehicles running on alternative sources of energy, such as ethanol, and hydrogen-powered fuel-cell cars in a bid to recapture the high ground from leading Japanese automakers Toyota Motor Corp. and Honda Motor Co.

Bill Ford is a longtime champion of environmental causes, but the Dearborn

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cation. One obstacle to radio's acceptance was that the equipment was cumbersome and required a fair amount of knowledge and attention. After World War I, prosperity and technological advances -- some the offspring of the war effort -- brought more appliances into the home and created more technologically minded people. Radio companies formed to build and sell ready-made machines.
In 1920, Westinghouse, one of the leading radio manufacturers, had an idea for selling more radios: It would offer programming. Radio began as a one-to-one method of communication, so this was a novel idea. Dr. Frank Conrad was a

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Directors Message October 2005

By Bob Johnson

Our Annual North Star Picnic at Roger and Barb Wothe's, Environments Facility on Sunday, September 11th, was fantastic. ***THANK YOU, ROGER & BARB*** for hosting and sharing your great facility for our annual picnic. Great food, great friends, great cars and best of all we had two Lincoln owners attend and become LCOC and North Star Region Members.

The picnic was attended 55 members and our auction paid for the picnic and we still netted $158. We want to thank Ed Myhre who conducted our auction and kept everyone on their toes. Dave Gustafson's, North Star Region 2006 calendars were a very profitable auction item.

Nick Duerkop and Sue Olson, Houston Mn, and Brad and Donna Johnson , Maple Grove Mn, attended their first North Star Region event, it was great to have them meet so many of our members. As mentioned before New LCOC and North Star Region members that joined while at the picnic were Bill Holaday, Monticello Mn, and Richard Proctor, Minneapolis MN. Richard brought his 1956 Lincoln Mark II, which is a mighty fine Lincoln. Door prize winners were Kevin Wilson, who won a Lincoln Wrist Watch and Lloyd Pearson who won a Lincoln Wall Clock.

Our last car show for 2005 was at Coon Rapids Lincoln & Mercury in Coon Rapids, MN, Saturday, October 1st, 10:00 AM to 3:00 PM, and will be over by the time you get this newsletter. We hope you were able to attend, had fun and that we had great weather.

Our last event of the year will be our Year End Sunday Brunch, at Piccadilly's in Mahtomedi Mn, on Sunday November 13th, at 11:30 AM. Please RSVP to me by Thursday November 10th, so they have their private room set up for all our members. Piccadilly's will be closing for business after Christmas, some times great food can't stand in the way of progress. If you have eaten at Piccadilly's you know how great the food is, so attend this Brunch for your last chance to enjoy their food.

Please take the time and send us an article about your GREAT LINCOLN. Dave is out of Pride and Joy car articles for our newsletter. If you like reading about other members cars, be sure that they would like to read about yours.

It is hard to believe that 2005 is coming to a close. It was a great year with many events and the Region now has 149 members. It is time to start planning for 2006. If you have a place that you feel the rest of the members would like to visit please call any of the Board of Directors and get it on our list of place to go. Would you be able to make events on Saturday easier than on Sunday?

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

Northstar LCOC Calendars

Northstar Calendars featuring color photos of members Lincoln's are now available. $16.50 including mailing. Contact David Gustafson, 308 Brandywine Drive, Burnsville, MN 55337

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Pittsburgh area ham operator with lots of connections. He frequently played records over the airwaves for the benefit of his friends. This was just the sort of thing Westinghouse had in mind, and it asked Conrad to help set up a regularly transmitting station in Pittsburgh.

Photo: Beginnings of KDKA, with entire staff of four

On November 2, 1920, station KDKA made the nation's first commercial broadcast (a term coined by Conrad himself). They chose that date because it was election day, and the power of radio was proven when people could hear the results of the Harding-Cox presidential race before

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Pride and Joy continued...

(Continued from page 2)

ment east, the air vents had inadvertently been left open. The transport driver went over the Rocky Mountains, near Denver, and viola' out popped the indent in the roof! The combined altitude and air pressure took care of what could have been a major problem. What a wonderful surprise when we took delivery!

The car was dent & rust-free, having been in CA since delivery from the manufacturer. Over the next two years, Jack rebuilt & installed the racing engine that had been in the trunk. Next came tires, then dismantling all the parts that could be removed… and the long process of body work, re-chroming, gold plating, re-wiring, and a new paint began. Again I was thankful, at least the body was in pretty good shape, and it should not take too much longer, or cost too much more to have our own version of the Purple People Eater on the road.

After nearly two years of priming and sanding, over and over again, the car was finally ready for its initial coat of paint. After five or six test panels, and several trips to the PPG shop, both the painter and we were disappointed. The color was just not jewel-like as we all imagined the original Amethyst to be. Almost simultaneously we all came to the same conclusion: adding a pearl might be just what was needed to make the dullish pink come to life. And so came even more test panels, and experimentation, because our painter had never worked with pearl! (hind-sight makes me realize how lucky we were to get a perfectionist like our painter!) Three more months passed. The car was shot, and had its final color sanding, at last it could go back on the transport for installation of the second engine (wisely, Jack had realized the pitfalls of a racing engine in a luxury passenger car).

At this point, I thought I would never get to ride in that (by now) Stinkin' Lincoln. All I'd done for two years was to write checks. Would it ever end?

About a month after going to the engine shop, where the standard 389 Lincoln Engine had been ported and polished, timed, and calibrated, Jack actually drove the car home! No chrome, no headlights or tail lights, no mirrors, and most likely not even a license plate. At long last, the reality of this venture sunk in. Our car was almost ready!

As I watched Jack polish and apply piece after piece of trim chrome, I could finally understand why he had wanted this car for so long. She was long, low, fluid, graceful, and just plain beautiful! We joked back & forth as he worked on final installations for months. Because of her boisterous pearl pink paint, Jack wanted to call her something totally unlady-like. I argued that I wouldn't ride in a car named the P-mobile, and that the Purple People Eater certainly no longer fit. She was, after all, a pink lady. Day after day, watching the progress, listening to the 50's music that accompanied Jacks' work… the perfect name finally came to me.

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they read about it in the newspaper. KDKA was a huge hit, inspiring other companies to take up broadcasting. In four years there were 600 commercial stations around the country. To keep up with the cost of improving equipment and paying for performers, stations turned to advertisers. In August 1922, the first radio ad, for a real estate developer, was aired in New York City. Networks of local stations developed to share programming and became big business. In 1926, RCA (Radio Corporation of America) formed the first national network, called NBC (National Broadcasting Company). Their first nationwide broadcast was the 1927 Rose Bowl football game from Pasadena. The burgeoning industry made the airwaves so jammed and chaotic that the Federal Radio Commission was estab-

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Pride and Joy continued....

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There is a wild side to the man I married 30 some years ago…and the words to Stephen Wolf's "Magic Carpet Ride" describes both our relationship, and the car. Listen closely to the song. You'll understand why our Ride is tattooed with a mustachioed man, wearing a Panama Hat, sitting on a Flying Carpet!

Magic made her debut in 2000, at the Alexandria, Minnesota Vintage Car Club's 14th annual show. Although not totally complete, she was well accepted.

Some five years latter, after leather, sound, neon, and heaven know how many more checks, we still love our Magic Carpet Ride! We average about three thousand miles each summer, driving Magic to shows and parades. Our joy comes when someone on the road smiles and gives us a big Thumbs-up.

Ford Hybrid Continued...

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automaker's main source of profit in recent years has been gas-guzzling trucks and sport utility vehicles. Light trucks, however, are starting to lose their appeal because of high gas prices.

Ford's bid to position itself as a global leader in safety and environmental technology appears designed to distinguish the automaker from its larger and also troubled rival, General Motors Corp.

In a speech in Washington last November, Bill Ford signaled that innovative responses to safety and environmental issues would be crucial to Ford's long-term prospects. "Technological innovation has always played a key role in America's economic success," he said.

Hybrids continued...

"I'm convinced that providing market-driven solutions to these concerns is an outstanding business opportunity that will give us a competitive advantage."

He said the auto industry faced huge challenges in developing new powertrains. "But the potential rewards of this new technology are great. The 100-year reign of the gas-powered internal combustion engine could come to an end in our lifetime," he said.

After the highly successful launch of its Escape hybrid sport utility vehicle last year, Ford is rolling out a hybrid version of the Mercury Mariner SUV.

So far, the automaker also has said that it was developing hybrid versions of the Ford Fusion and Mercury Milan sedans.

Most of the hybrid expertise is now concentrated in Japan, but Ford and GM officials have stressed the need to build up the number of hybrid specialist suppliers in North America.

As part of the company's new focus on technological innovation, Ford plans to take further advantage of the highly reputed safety equipment of its Volvo Cars subsidiary for vehicles of its other nameplates.

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lished in 1927 to assign frequencies to broadcasters.
The entry of mass communication into American homes meant, among other things, the development of a mass culture. The same songs were heard across the country, news traveled fast, and heroes like Charles Lindbergh or Joe Louis were, in a new way, accessible to all. Technological refinements in radio continued. Early in the 1920s, headsets were replaced with speakers. In 1929, FM radio became available. The development of the transistor in the late 1940s paved the way for the transistor radio's appearance in 1952. Stereophonic sound and personal stereos would continue radio's evolution.

From the Internet...

Memories from Montana....

Last month, Jim Jacobsen shared some memories with us regarding new cars in Montana from his perspective as a young person. This month he writes about Ed Towe, the well known collector of early Fords.

Some more about Ford products as they affected the social and cultural environment in my growing up years in East Montana… I knew and still know a great collector, Edward Towe. I had the good fortune to work for Ed in 1971, in his home bank.. He had thirteen of them across Montana. His big personal interest, beyond his family, was his car collection, as many as 300 of them, all restored and in museums.

In the bank that I worked for in the town of Circle, Montana, Ed had a full basement under the bank, with a rope pull elevator to move cars up and down and about 30 of his collector cars were stored there.

In his collection, he had every type of Model T made, a complete collection, plus all of the Model A's and newer Ford cars, including some Mercurys and Lincolns. He acquired the former old state prison in Deer Lodge, Montana, which was quite an elegant building, and well suited for housing his large collection. Another large collection was housed near Sacramento, California.

When I worked at Circle, Ed and his wife Florence and the rest of the family were often seen on Sunday afternoons, coming back from someplace in a Model T sedan. One or more of the Towe children worked for the car collections at various times. The cars were on display with mannequins dressed in period clothing, along side furniture of the era, somewhat like the Henry Ford Museum in Dearborn, Michigan.

The Towes sold the banks in the mid Seventies, and they moved to Bryant, Texas, here two of their children teach at Texas A&M. Boredom overcame the senior Towes and they returned to Wibaux and began to rehabilitate one of their former banks that had been caught up in the oil bust. The bank soon was returned to profitability.

Problems with Federal regulators forced Towe to sell his collection in two separate auctions conducted by the Kruse brothers from Auburn, Indiana. The sale raised about $4.5 million. Before the sale, Ed Towe was introduced by the Kruses and told how he had collected and lovingly restored all of these cars. The cars were then brought across the auction line, and some reportedly went for over $200,000 each.

This was not the end of Ed's collecting however, just last month, I stopped in Wibaux, where the Towes still live. Both Ed and Florence are in good health and spirits and in their early 90's. We enjoyed some coffee on the front porch and Ed showed me his office where he still conducts business. He still has five collector cars and showed me a 1936 Ford convertible coupe that will be undergoing restoration in a month or so. When they had their large collection, all of their work was done in Helena by their own mechanics. Now the cars are shipped to a small shop in Oregon.

Annual Northstar Picnic……

Once again, on September 11th, we returned to Roger and Barb's Environments in Minnetonka for the annual Northstar picnic. The weather was perfect and the food was good. Roger did a great job with the food, grilling up boneless pork chops and chicken, which was done to perfection. We suspect that one of these days Roger will show up on one of those TV cooking shows.

Roger shows us what "serious grilling" is all about.

The good weather brought out many fine cars. We had about 25 Lincolns in the parking lot, ranging from the late 1930's to a 2004 model.

Jim Tamplin's 1957 Premiere

Bob Gavrilescu and Ken Myhre working hard to get those great auction items into the hands of eager bidders.

Steve Kastls' "work in progress".

Attendance was good, with about 55 members showing up for the afternoon of food and fun.

Steve Kastl brought his 40's Lincoln hot rod, first shown last year at the picnic, continues to move on toward completion. Bright yellow, it does catch your eye.

Long distance members attending included Ron Fenelon from Alexandria and Nick Duerkop and Sue Olson from Houston, Minnesota, which is in Southeast part of the state. Other new faces included Richard Holaday, Monticello, Brad and Donna Johnson

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More Northstar Picnic…..

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from Maple Grove and Richard Proctor, Minneapolis, who brought his 1956 Mark II.

Richard Proctor's Mark II

The auction went well, with Ed Myhre officiating. All items were sold, and the club netted about $150 over expenses. Winning door prizes were Lloyd Pearson, taking home a Lincoln wall clock and Kevin Wilson, who will be sporting a great looking Lincoln wrist watch.

Frank and Marjorie Warner with their dark green 1962 Continental Convertible

Our sincere thanks go to both Roger and Barb Wothe, for again sharing their fine facility with us for our picnic. This is one club event that we all look forward to each year.

On behalf of a greatful Lincoln Club, Harvey Oberg presented Roger and Barb Wothe with a Lincoln blanket for their hard work.

Lloyd Pearson's 1940, good from any angle.

Gunta and Tom Brace with their beautiful 1937 Lincoln K.

Stuff for Sale….

WANTED

1952 - 1954
LINCOLN CAPRI
CONVERTIBLE

PLEASE CALL OR WRITE
MEMBER GARY OFSTEDAHL
26947 Mower/Freeborn Road
Austin, Minnesota 55912

Phone 507-433-7649
Email: gary.ofstedahl@courts.state.mn.us

Reluctantly Willing to Sell
1948 Lincoln Continental
Original V12, Overdrive
Driven regularly to church, to the golf club and St. Olaf Parades.
Please Call Bob Flaten, 507-645-5744

For Sale - 1994 Mark VIII

Once in a lifetime chance to own a virtually new 1994 Mark VIII. This 15,500 mile car is black with an ebony leather interior. Purchased new by original owner with little use in rain or winter. From the estate of Mike Zilverberg, noted Ford collector. Call Tom Rikala at 218-927-2169 days or 927-2633 evenings. Email: jrikala415@charter.net. Asking $12,500.

Great Lincolns Now For Sale…

Ron Fenelon, club member is moving to a new lake home in Alexandria, MN and needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. $7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles $4,500.

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker $10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. $8,500

Call Ron Fenelon at 320-763-4197 or email rlf8536@rea-alp.com for more details on these Lincolns

Bob Johnson has a few more club shirts. If you are interested, please contact Bob at 651-257-1715. Priced right and they look good.

Club license plates are also available. Show up at activities to claim yours. One per club member, additional ones may be purchased for a very reasonable amount.

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

"41 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 carburetor, 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.
Call Bob Bjorndahl at 651-429-6042

For Sale:

1976 Mark IV, Bill Blass. Dark Blue, with tan trim. Absolutely spotless, with factory tinted moon roof. All accessories work, air blows cold. Truly must be seen to be appreciated. This is an original condition Mark with only 51,000 miles. Priced to sell at $6,595. Call member Mike Doran at 952-926-5841.

Wanted Good brown tone interior for 1956-57 Lincoln coupe. Francis Kalvoda, Willmar, 320-235-5777 or Email fjk@charter.net

WANTED

Custom trunk lid with simulated wheel hump that will fit a 1977 Lincoln Continental (not Mark). Some Limos had this style trunk lid. If you have a lead on one of these, please call Francis Kalvoda, Willmar, Mn., 320-235-5777 or email fjk@charter.net

WANTED

1680 Aircraft/Automobile Light Bulbs
Two - Three dozen at a Fair Price

Contact Harvey Oberg at 651-739-9754

FOR SALE

1959 Lincoln Premiere 4 door hardtop. 430 cubic inch, 375 HP. All power options. Northern California car, All Original, ready to drive anywhere. No Disappointments. $17,500 or best offer. Darryl 715-637-7138.

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 or Gary Arneson at 612-781-5148

One of the Best…. Now for sale.
1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking $8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.
Call Tom Brace at 651-644-1716

Preview of Coming Attractions

The following include scheduled club events

October **All Lincoln Car Show, Coon Rapids Lincoln Mercury, Saturday October 1st, 10:00 AM to 3:00 PM. Pictures in the November Issue.**
Octoberfest Show & Shine, 1st annual, Sunday, October 2nd, Eversole Motors, LaCrosse, WI. 9AM to 3PM At the foot of the Blue Bridge.

November **Year End Sunday Brunch, Piccadilly's, November 13th, 11:30 AM**
Put the car away and close the garage door for another 5 months.

December No club activities planned. You are on your own. Buy your spouse some new tools, car books or parts. Put a few bucks away for your Northstar dues. Write an article about your Lincoln and send it to the editor.

January Brunch, date, time and location to be determined.

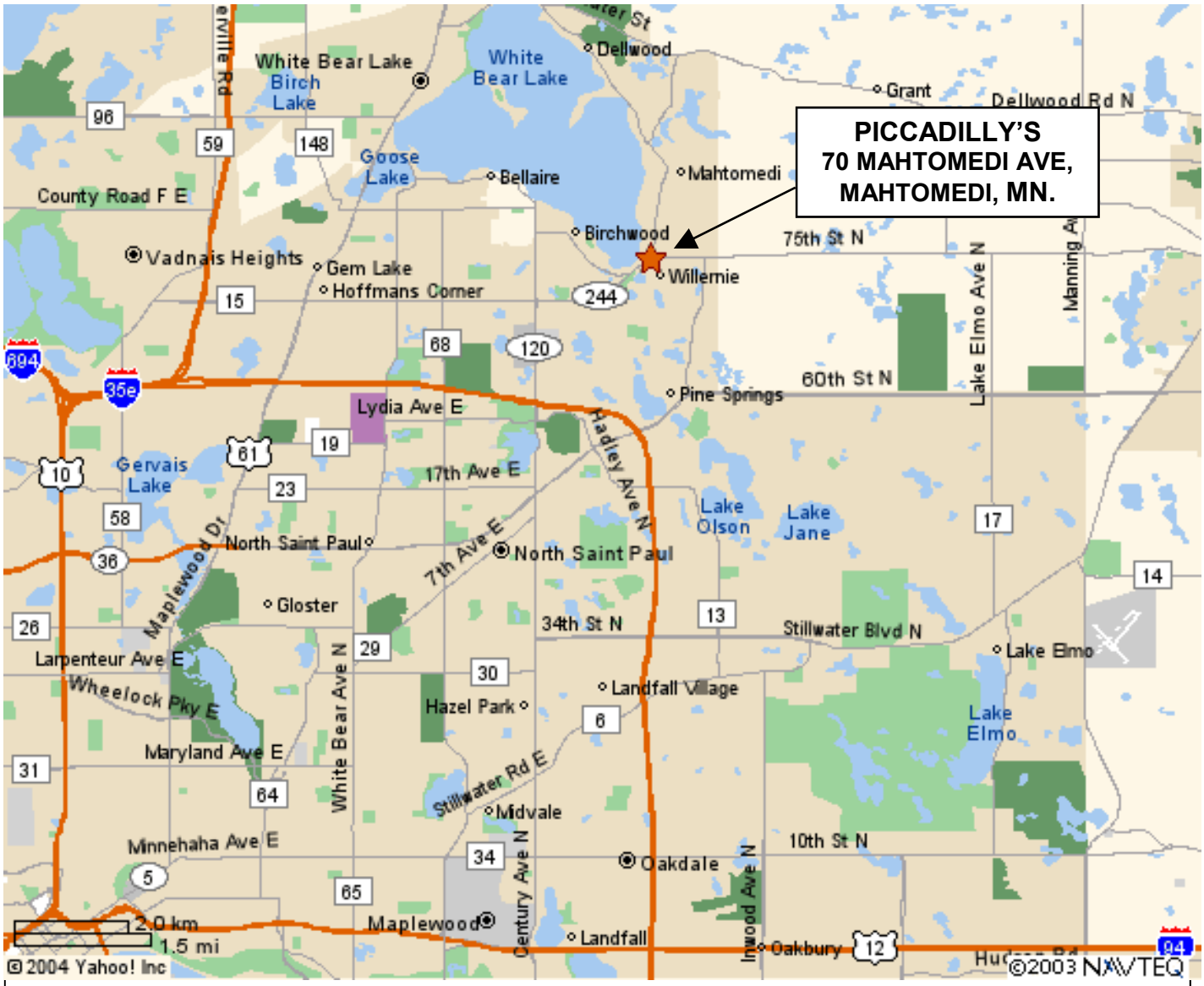
If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: Activities@northstarlcoc.org

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.

Welcome New Members:

Brad and Donna Johnson, Maple Grove, Minnesota
Don Vaillancourt, South St. Paul, Minnesota, a 1962 Continental
Bill and Kathryn Holaday, Monticello, Minnesota, a 1959 Lincoln
Richard Proctor, Minneapolis, Minnesota, a 1956 Mark II

We all look forward to seeing these new members at some of our monthly events. We also invite them to send us a picture and a story about their beloved Lincoln that we can feature in one of the future issues of our club newsletter. Every one of our Lincolns has an interesting story. Let's hear yours.



ANNOUNCING OUR FARWELL TO 2005 BRUNCH

MARK YOUR CALENDAR FOR SUNDAY, NOVEMBER 13, 2005.

Our final event of the year will be at PICCADILLY'S in Mahtomedi on Sunday, November 13th.

Plan on being there at 11:30 AM.

Please call Bob Johnson at 651-257-1715 (or email: arborbob41@aol.com) by Thursday, November 10th, so we can arrange to have enough space for all of our members in their private room. This will be our last chance to dine at Piccadilly's, as they will be closing after the holidays. Please don't miss out on visiting with your club members and a great Sunday brunch.