

## My Pride and Joy

The second time around....

By David Gustafson

When the Mark VIII went on sale in late 1992, I, like many other Lincoln aficionados, admired the stunning styling of the latest iteration of the Mark series. The low profile, close to the ground shape, made it look fast, even when it was parked. Lincoln had done it once more.



David's 1995 Mark VIII

The VIII was as different as night and day from the previous edition, the Mark VII. The installed power plant was the double overhead camshaft, 32 valve version of the 4.6 liter engine, which had been released the prior year to the Town Car, but in single camshaft, 16 valve edition. It was referred to at the time as Ford's across the board "Modular Engine", adaptable to several styles, depending on vehicle use. When installed in the Mark's, it was known as the "Intech 32 valve" motor. As the top of the line Lincoln, the Mark came fully equipped with a large list of equipment, not normally found in other cars. About the only options were the sunroof and a premium radio with a ten disk compact disk changer and integrated cellular phone. Television and print advertisements of the day featured the performance and great handling, and pointed out that the suspension would "lower" the car about one inch, upon achieving speeds over 60 miles per hour to enhance handling characteristics at higher speeds. This was a car that the faster you drove it, the more you liked it. It just wants to be driven. The early ones were rated at 280 hp and 280 ft pounds of torque, which was quite good at the time. The Marks competed directly with the Cadillac Eldorado during this time period.

This was a car that I wanted to own. Unfortunately, when they were first introduced, almost everyone else also wanted one too. Limited availability for the first year or two kept the prices fairly near the window sticker price, and unlike today, deals were not as prevalent. As a consequence, the decision to purchase was deferred.

In the very late winter of 1995, during a visit to one of the Lincoln Mercury dealers here in the Twin Cities, the salesman advised me that he had just received a Mark

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

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## *Board Of Directors - 2008-2009*

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilesco	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home) davidwgustafson@att.net
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)
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

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

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

### *Pride and Joy continued.....*

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with about 4,000 miles that had been a factory car and could be purchased at a significant discount. It was white, with a buckskin interior, not my favorite choice of interior color. Grey, black or ivory would have been more desirable. However, the price was right, and the car went home with me.

Over the three plus years Marion and I owned the Mark, we were not disappointed. It was an excellent performer, both in the city and out on the highway. And as I mentioned above, the faster you drove it, the nicer it was. It was a car that truly loved 80 miles per hour. In addition to nice highway manners, it was

very frugal on gas consumption, much more so than any other car that we have owned. It seldom delivered less than 18 miles per gallon around town and up to 25 – 26 out on the highway. The climate control system also worked well, great cooling during the warm humid summers and plenty of warm, toasty air pouring out during the cold Minnesota winters. Winter driving was always a challenge, as the Mark was a rear wheel drive and with lots of horsepower and torque, there was always wheel slip and spin. It was equipped with a electronic spin control, which applied some brake effort to which ever rear wheel would spin. This feature was next to useless. A change to Michelin X1 tires did make a considerable difference, but the Mark VIII's were still not a



Coming or going, a great look!

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## Trivia from the Internet



The Regency TR-1  
Circa 1954

*FIFTY-FIVE YEARS AGO THIS AUTUMN TWO SMALL COMPANIES, working together, unveiled the world's first transistor radio. It was called the Regency TR1. It introduced the revolutionary technology of the transistor to the general public, and it began the spread of all the miniaturized, battery-operated electronic devices that surround us today.*

*The companies were Texas Instruments and Industrial Development Engineering Associates. IDEA was also known as Regency, and located in Indianapolis, IN. It made instrumentation for the oil industry and locating devices for the*

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## Editors Message

October 2009

September was a good month for old cars. Little rain and nice temperatures for taking our "toys" out for a cruise.

Two more of ours made their first appearance for 2009.

The 1955 Cadillac was awoken from its two year slumber with the installation of a rebuilt carburetor and a new battery. It ran quite well the two times that I have had it out. One of

the rear tires is now flat, time to retire and the carburetor needs a little further adjusting. The rear seal on the Hydramatic drive also needs some attention, as I have some Dexron II on the floor under the car. It's always one thing or 29 others. Ah, the joy of owning an older car.

Our annual picnic went nicely. We had good attendance and we had a lot of time to visit with one another, and to see Morrie's car collection. My brother-in-law and his wife (Harvey and Judy Bur-ski) came down to join us for the afternoon. Harvey is a long time GM fan, who has been into Corvette's for almost forever, almost since the days when they were first powered by the "Blue Flame Six". Last December we gave him a membership to the LCOC and he has enjoyed it. Eventually, if we have enough sand in our collective hour-glasses, I might be able to get him into a Lincoln. But sometimes, it is much better to dream about owning one that actually having one.

This past August, I attended a 70<sup>th</sup> birthday party for those who graduated from

Duluth Central High School in 1957.

The LCOC Comments featuring the Duluth meet had a picture of Duluth Central



Mom, Dad, It's a perfect day to go out for a ride, maybe even a trip to the Dairy Queen. Can I drive this time? Can I? Can I?

with cars owned by Lloyd Pearson and Karl Flick in the foreground. A great shot. At the celebration, I reconnected with one of my fellow classmates, Richard "Dick" Russell, who I have not seen since that fateful day in early June of 1957, when we

were released by the school board to make our way in the world. We also had another friend in common, Karl Flick who has known Dick from his membership in one of the Shriner's car clubs. Dick also has a couple of older vehicles, including the much sought after 1957 Chevrolet. No escaping that year. He, another classmate, Rod Karppinen have been exchanging emails for a while and it has been nice to resume contact with some long lost friends. I did extend an invitation to Dick and his lovely wife Ginger to be our guests at our fall picnic. As a car guy, he did enjoy the magnificent examples of automotive history in Morrie's collection. And it was good to spend some time with Dick and Ginger once again.

Faithie is anxiously awaiting the North Country show this coming weekend. She will be on hand (paw) to meet and greet all her friends. Please come out with your favorite Lincoln old or new and enjoy the day.

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



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*Navy; IDEA mainly built home TV antenna boosters, many carrying the Sears Silvertone brand name. But TI wanted to grow from a \$20 million company into a \$200 million one, and IDEA wanted to get into new product areas. The unlikely pairing of the two companies created, within a very short time, a product that in its styling, its circuit design, its manufacturing technology, and, above all, its use of miniaturized components pointed the way to the future.*

*The companies signed an agreement in June 1954 that they'd bring out a radio under IDEA's Regency name in time for Christmas, and announce it in October. This was a tall order for everyone involved. TI had to figure out how to produce high frequency transistors cheaply and in bulk. Regency had to reduce the prototype radio very fast to something that could be mass-produced very inexpensively.*

*Texas Instruments started work on a pocket radio in the spring of 1954, but the seeds of the idea had been planted three years earlier. In 1951 Pat Haggerty, TI's vice president, decided to bet the company by licensing the new technol-*

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## *Directors Message by Bob Johnson      October 2009*



WOW, September was our summer. All we need now is some rain. Just two more activities for 2009, the Car Show in Coon Rapids on Saturday, October 3<sup>rd</sup> and our year end Brunch in Eagan, at Al Bakers on Sunday, November 15<sup>th</sup>. We hope you can attend one of these events. Let's hope that we continue to have nice weather for the coming Fall season.

What a great picnic at Morrie's, fantastic food, friends, cars and weather. We must thank Roger Wothe for making arrangements with Morrie for the use of his beautiful facility. A special article about the picnic is elsewhere in the newsletter.

Please bring your Lincoln to our 3<sup>rd</sup> Annual All Lincoln Car Show, at Luther North Country, Ford Lincoln Mercury, Coon Rapids, MN, on Saturday, October 3<sup>rd</sup>, 10:00 AM To 3:00 PM. This is a free car show with door prizes, lunch and Peoples Choice Awards for the Best of Show. I have asked Ray Nelson to call all Mark II owners to see if we can get them to bring their cars to Coon Rapids. It is very spectacular to see many Mark II's together. The nine Mark II's at Lancaster stole the show, they were just awesome. Any Lincoln is always welcome, hope to see you there.

We need every Region member to think about writing a "My Pride and Joy" car article for our newsletter. If you have written one in the past, maybe it is time to update that article. If you have been thinking about writing your first article, please do it NOW, we have no articles on hand for November. We need your car article; we want to hear about your Lincoln..

The National Directors election results for 2010, the winners were; Art Whitmire, Dan Szwarc, John Talbourdet, Jack Shea and Bruce Hutchinson for three year terms. Thank you for supporting the Regions' choices for this election. At Lancaster, PA, election of LCOC officers was held for 2010; Officers are Glenn Kramer, President; Art Whitmire, Executive VP; Bob Johnson, VP Regions; Jack Shea, Treasurer and Darren Klingler, Secretary.

Dave Gustafson, Harvey Oberg and Tom Brace filed for the three North Star Region Manager openings for 2010, no one else filed by the September 17<sup>th</sup> deadline so they will be reelected by acclamation at the next board meeting.

At our annual membership meeting at Morrie's, it was proposed to increase Board from 7 to 9 Directors, to get more new people on the North Star Board of Directors, Proposal was approved by membership with everyone in favor. How to implement change will be discussed at October Board meeting.

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

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ogy of the transistor from Bell Laboratories, which had invented it. Haggerty had the vision to see that the little solid-state device would eventually replace the millions of vacuum tubes then at the heart of the fast-growing electronics industry. By 1954 he was eager to get in at the start by establishing a high-volume, high-profile consumer market before anyone else did. He chose the portable AM radio.

The TR1 was announced to the world right on schedule on October 18, 1954. When it was launched in New York and Los Angeles, demand quickly outpaced supply; only about 1,500 radios had been made. Still, their appearance left the rest of the electronics industry playing catch-up. Raytheon, Bulova, General Electric, Emerson, and RCA all scrambled to produce competing products, and they announced them throughout 1955. Over the next year or so Regency produced at least 100,000 TRIs, far fewer than the 20 million over three years that Regency's marketing director had predicted they would sell, but that estimate

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## September Northstar Board Minutes

### BOARD OF DIRECTORS MEETING

September 3<sup>rd</sup>, 2009

Regional Director Bob Johnson called the meeting to order at 6:55 PM at Culver's in Maplewood. Board members present were Bob Johnson, Bob Gavrilesco, Harvey Oberg, Tom Brace, Dave Gustafson and Roger Wothe. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTOR'S REPORTS

Regional Director led a discussion of the upcoming Fall Picnic at Morrie's. Responsibilities for items to bring to the picnic were divided among the Board Members. This year's last Classic Car Night in Hugo will be Wednesday, September 9th. The terms of three Regional Directors, Harvey Oberg, Dave Gustafson and Tom Brace will expire at the end of 2009. Please forward all nominations to Secretary Roger Wothe.

Secretary Roger Wothe announced that the Early Ford V8 Club is sponsoring a trip for all interested persons to Austin MN to the SPAM Museum on Saturday, September 26th. Contact Vern Halvorson at 763-544-7578.

Treasurer Harvey Oberg reported the treasury balance to be \$4,089.25 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have lost eight members, but have recently accepted four new members bringing the total to about one hundred forty-five. He desperately needs more "Pride and Joy" articles.

Activities: Fall Picnic at Morrie's Sunday, September 20th. Because we will be having a Pot Luck there will be no auction. The Eastern National Meet is September 9 – 13, 2009. The Third Annual All Lincoln Car Show at Luther Ford Lincoln Mercury Coon Rapids is Saturday, October 3<sup>rd</sup> from 10:00 AM to 3:00PM. The year end brunch will be at Al Baker's in Eagan Sunday, November, 15<sup>th</sup> at 11:30. The North Star Region will host the Mid America Meet in August 2012.

There being no further business the meeting was adjourned at 7:30PM. The next meeting will be Thursday, October 1<sup>st</sup>, at Culver's in Maplewood at 7:00PM.

Respectfully submitted by Secretary Roger Wothe.

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had been based partly on the erroneous assumption that people would clamor for them for their bomb shelters. It cost \$49.95 (roughly \$364 in 2006 USD) and sold about 150,000 units. Raytheon and Zenith Electronics transistor radios soon followed and were priced even higher. Even the first Japanese imports (in 1957) were priced at \$30 and above. Transistor radios did not achieve mass popularity until the early 1960s when prices of some models fell below \$20 (\$140 in 2009 USD), then below \$10 as markets became flooded with radios from Hong Kong by the mid to late 1960s.

RCA had demonstrated a prototype transistor radio as early as 1952 and it is likely that they and the other radio makers were planning transistor radios of their own. But Texas Instruments and Regency were the first to put forth a production model. Sony, at the time still a small company named Tokyo Tsushin Kogyo, Ltd., (aka "Totsuko"), followed soon after introducing their own five-transistor radio, the TR-55, in August 1955, under the new brand name Sony<sup>[2]</sup>. With its release, Sony also became the first company to manufacture a radio from the transistors on

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## Pride and Joy continued....

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good winter car and perhaps should be taken out only during nice weather. Many of us don't have the luxury of having both winter and summer cars, so is it best to go for fun or practicality. We kept the Mark for three years and it was traded in on a Continental, same engine, but a front driver. A very nice car, but definitely not a Mark. Those days were over with for a while.

The times were a changing, and car buyers were becoming more fickle. Consumers were moving away from American luxury coupes to foreign cars of various types, US made sedans, mini-vans and sport utility vehicles. The Mark VIII had it's swan song at the end of the 1998 model year and the Cadillac Eldorado soldiered on for a few more years after that and disappeared. The market for this model had evaporated.

Over the years, every time that I saw a Mark VIII out on the highway, I always remembered just how nice they were to drive. Many times I thought how nice it would be to have one once again. As the years go by, you tend to always remember the best things and not the bad things. But still....

Moving ahead to May, 2009. One of our club members mentioned a Mark VIII that was for sale and that perhaps it might be advertised in the club newsletter. The owner was an elderly lady, who due to health reasons, was no longer able to drive and her son wanted to sell the car for her. I did contact him and made ar-



Just enough room for Faithie and a few friends



The trunk space of a Mark VIII is quite limited. As my friend Larry Syck, would say, "enough room for a suitcase full of clothes and a suitcase full of money, you buy what you need along the way."

rangements to go out to one of the Western suburbs to see the car. It was a 1995 Mark, again white in color. It was also equipped with all of the accessories, including a sunroof, which our other Mark did not have. It had a nice ivory leather interior, which needed a little tender loving

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up, and to utilize all miniature components.

Sony's first official import to the U.S.A. was the "pocketable"<sup>[3]</sup> TR-63 released in March 1957<sup>[4]</sup>, a model which proved highly successful in that market. (The term "pocketable" was a matter of some interpretation, as Sony allegedly had special shirts made with oversized pockets for their salesmen<sup>[5]</sup>). In January 1958, the company changed its name to Sony<sup>[6]</sup>, adopting the name that had previously been the reserve of its radio brand. The Sony TR-610 was released some months later, marking another resounding success and taking its place as the first transistor radio to sell more than a half-million units.

The use of transistors instead of vacuum tubes as the amplifier elements meant that the device was much smaller and required far less power to operate than a tubed radio. It also ensured that reception was available instantly, since there were no filaments to heat up. The typical portable tube radio of the fifties was about the size and weight of

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## More Pride and Joy

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care and some detailing all the way around to make it look nice once again. It had been in use as a car at the ladies winter home in Florida and garage kept all of the time. It averaged about 4,400 miles a year over the 14 years. We went out for a ride and it did run out well with no apparent problems. The real selling point was that before the car had been brought back from Florida, it went into the local Lincoln Mercury dealership, with the mandate to fix everything.

And how they did, new tires, new battery, new alternator, new starter, new air suspension parts, new brakes, new front end parts. It was just like a new car mechanically. Servicing totaled about \$5,000, and I purchased the car for the typical ebay price. I shook hands on the deal and went back home to explain what I had done and beg forgiveness from my long suffering wife, Marion. Faithie didn't much care, as she likes every car that we have, as long as she gets to go for a ride in it.

Ah, the fun is back. It is a pleasure to take out and drive, pop open the sun roof and enjoy the day. For someone wanting a nice entry level collector car, one that you don't see everywhere, the Mark VIII may be the right car for you. And it is very affordable. Nice driver, good mileage and lots of fun. Plus as a second car, you don't have to worry about driving them in the winter. To paraphrase the old Andy Williams song, "Some things are better the second time around"..

## Eastern National Meet

By Bob Johnson

Mary and I attended the Eastern National Meet, the Mid-Atlantic Region celebrating their 50th anniversary in Lancaster Pennsylvania, September 9-13, 2009. We stayed at the brand new Marriott at Penn Square in historic Lancaster. John and Dorothy Palmer were other North Star Region Members who ventured over 1400 miles to attend this meet.

The Meet had 70 plus cars inside the brand new Convention Center attached to the hotel. The show highlight was **NINE Mark II's** on display, probably the most ever assembled at a LCOC National Meet. Being inside was very fortunate, as it rained both Friday and Saturday. Our cars never looked better when displayed under the bright halogen lights used by the Convention Center. While we all realize just how nice a grass field is for display and judging, nothing beats being indoors when it is raining.

We took a bus tour to Hersey to see the Hersey Chocolate factory and then went to the new AACA Antique Auto Museum, which featured 3 levels of classic vehicles displayed in unique theme settings for you to enjoy a trip down memory lane.

This new AACA museum is what the Lincoln foundation is trying to replicate to display our Lincoln heritage. Please think about contributing to this fine effort, you do not realize how important it is to preserve significant examples of great Lincolns and related memorabilia for those who follow in our footsteps.

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a lunchbox, and contained several heavy (and non-rechargeable) batteries: one or more so-called "A" batteries just to heat the tube filaments and a large 45- to 90-volt "B" battery to power the signal circuits. By comparison, the "transistor" could fit in a pocket and weighed half a pound or less and was powered by standard flashlight batteries or a single compact 9-volt battery. (The now-familiar 9-volt battery was introduced for powering transistor radios.)

Listeners sometimes held an entire transistor radio directly against the side of the head, with the speaker against the ear, to minimize the "tinny" sound caused by the high resonant frequency of its small speaker enclosure. Most radios included earphone jacks and came with single earphones that provided only middling-quality sound reproduction due to the bandwidth limitation of AM (up to 4500Hz). To consumers familiar with the earphone-listening experience of the transistor radio, the first Sony Walkman cassette player, with a pair of high-fidelity stereo earphones, would provide a greatly contrasting display of audio fidelity.

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## LCOC Youth Membership by Bob Johnson

At the 2009 Annual LCOC Membership meeting in Lancaster Pa, Youth memberships were discussed as a way to get younger members into our Club. Many of our members did not know we have had this type of membership for over five years. This must be the best kept secret our club has. In 2004, Youth memberships were then referred to as PRIMARY memberships. Membership was approved for anyone under the age of 24 at a cost of \$21 per year. The Lincoln and Continental Owners Club now have 30 members which fit into this membership category.

As another way to build enrolment in our club, we should actively encourage our younger folks to become involved in the hobby and related club activities earlier in their lives. We should consider giving our kids or for that matter any young person that we know the gift of a LCOC Primary membership for their birthday or other special occasion. Perhaps asking them to attend a LCOC club event, a picnic, brunch, or car show with you would be another way to introduce them to the hobby. Once a member, hopefully they will see the benefits of our club and want to continue their membership year after year, and continue to stay with our great hobby.

After the first year, a renewal is required, and we must remember to renew this Youth membership each year. Just think, you have a great gift every year until that person reaches the age of 24.

Membership Applications are in the front of your 2009 Directory. For more copies, and you are computer literate, please download them from [www.lcoc.org](http://www.lcoc.org) or you can contact me, Bob Johnson, LCOC Membership Chairman at 651-257-1715 or email [arborbob41@aol.com](mailto:arborbob41@aol.com)

Can you help get today's young people interested in the great Lincoln marque?

## Eastern National Meet continued...

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We were able to win our last Emeritus Award and our second glass Presidents Trophy with our Mark VII Convertible. John and Dorothy Palmer won a Primary 1<sup>st</sup> place award with the 1989 Mark VII. Vernon Smith, Swift Current, Newfoundland, Canada, won the Elliston Bell Founder's Trophy for Best of Show with a 1956 Premiere Convertible. This car was first shown in Duluth in 2008 where it won a Lincoln Trophy,

On this trip our Mark VII preformed great, no problems for the 2600 mile round trip. We stopped at our daughter's in Lafayette, Indiana, on our way to the show. And again on our way back to Minnesota, and we had two nice visits with her, our son-in-law and our grandchildren. This was a great ending for our trip. See you all in Coon Rapids in October.



## NORTHSTAR LCOC WELCOME WAGON

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Within a few years both TI and IDEA gave up on consumer transistor radios. They hadn't ever become very profitable. Still, both companies had met their goals. At TI's fiftieth anniversary celebration, Pat Haggerty remarked: "We broke even. We came out of it without it costing anything. We had launched the business, and that's exactly what we set out to do. But it was a strategic mistake. The facts are that at \$60 or \$65 it wouldn't have made an iota of difference. And had those radios sold at that price, a price related to the value and interest of the consumer, a lot of other things probably would have happened. ... Had we each had the additional hundreds of thousands of dollars that the difference in pricing would have made available, and hence the funds to go on and develop additional products, we probably would have... stayed in the consumer business. I think the likelihood is very high that we would have been the Sony of consumer electronics."

Regency followed the TR1 with a succession of radios, the TR1G, TR4,

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by Francis J. Kalvoda,  
Willmar MN  
320-235-5777  
[fjk@charter.net](mailto:fjk@charter.net)

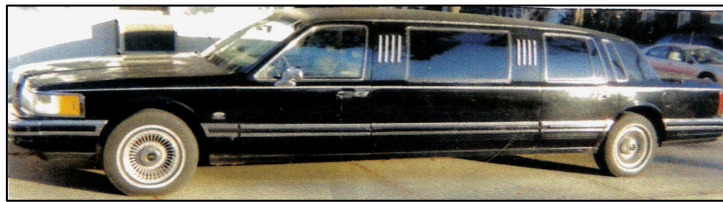


Before you meet our new members I have a good news-bad news story. No, I must keep this column positive, so I will refer to this as good news-better news. In the recent Cash for Clunkers program my Lincoln Welcome Wagon was rejected as a potential clunker; it was too old. Better news: no new car payments on a rapidly depreciating vehicle! This month the wagon covers quite a few miles meeting our four newest members. Hopefully you will learn even more about these members when you call them or meet them or when they write about their Pride and Joy. Contact David Gustafson with your Lincoln stories.



We first welcome **Dale and Marilyn Urness**, 415 Central Ave North, PO Box 388, Leeds, ND 58346. Call them as I did at 701-466-

2368; Email: [dmurness@goNDTC.com](mailto:dmurness@goNDTC.com). Dale and Marilyn have recently acquired a dark blue 1978 Continental Town Car with Chamois colored coach roof and matching leather interior. Dale has been patiently waiting to acquire the 69,000 mile Lincoln. This is Dale and Marilyn's first Lincoln but definitely not their first collector car. They have a very nice brown 1970 4 door Thunderbird, a 1949 DeSoto, a pair of DKWs from the mid 50's and a 1948 Diamond T truck with only 16,000 actual miles. The Diamond T would be a classy way to deliver the seed which Dale sells to farmers in the Leeds/Devils Lake/Rugby area. For more formal occasions you will probably see Dale and Marilyn in the '70 T Bird or the '78 Town Car.



Next, I'd like to introduce you to **Ray Stolzenberg**, 704 10<sup>th</sup> Ave NW, Austin, MN 55912. I called Ray at 507-437-3404; his Email: is

[raystolz@smig.net](mailto:raystolz@smig.net). Perhaps you have heard of or actually heard Ray Stolzenberg and the Northern Playboys; 'The band that plays your favorite music with a danceable beat to please your dancing feet-since 1933'. Ray had a music store in Austin and had his band for 60 years! Ray and I both like BIG cars. We have both enjoyed our share of vintage Cadillacs and Lincolns. I like all five of Ray's Cadillacs but the white 1964 Sixty Special just seems like what the 'Godfather' would ride in. Ray



has a 1976 GMC front wheel drive motor home which is 26 feet long, but that is two feet shorter than his white

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TR5, and others. Along the way the company sold its radio patents and resistor division to TI, and by 1961 Regency had given up on AM radios in favor of commercial and citizens-band ones. Today IDEA/Regency is RELM Wireless, a maker of two-way radios. TI of course remains the semiconductor giant that Pat Haggerty envisioned.

The transistor radio remains the single most popular communications device in existence. Some estimates suggest that there are at least seven billion of them in existence, almost all tunable to the common AM band, and an increasingly high percentage of those also tunable to the FM band. Some receive shortwave broadcasts as well. Most operate on battery power. They have become small and cheap due to improved electronics which has the ability to pack millions of transistors on one integrated circuit or chip. The prefix "transistor" means a pocket radio; it can be used to refer to any small radio, but the term itself is today obsolescent, since virtually all commercial broadcast receivers, pocket-sized or not, are now transistor-based.

From the internet...

## More Welcome Wagon....

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1998 Lincoln Limo. The black 1990 Lincoln Limo is several feet shorter. Ray's 1987 Town Car is his daily driver but he likes to rotate his cars to keep them exercised. Ray is 94 years young and wants to keep enjoying his BIG cars for as many years as he can. Ray's has had several 15 minutes of fame: he and his late wife Frances were featured by Jason Davis for their cat rescue (KSTP TV Channel 5 'On the Road'). Some of those 'kittens' are now 12 years old! Ray was inducted into the International Polka Hall of Fame in 1981. Ray was honored as a Veteran in Washington D.C. on May 2, 2009. Ray states, "My hobby is taking care of my GMC motor home, Dodge conversion van, five Cadillacs, two Lincoln limousines, and a Lincoln Town Car. I was 94 years old April 3, 2009, and still live at home and still drive. My motor home and cars are all rust free, a major feat when you live in Minnesota".

The next stop is to meet **Pete and Loretta St. Peter**, 315 East King Street, Winona, MN 55987; 507-454-1634. Pete and Loretta's Sunday cruiser is a black 1979 Mark V with white leather interior – sharp!! Pete really likes the Mark V's and has had nine of them over the years. Pete just acquired a nice white 1988 Town Car Signature Series. Pete is definitely a 'car guy' and has had over 300 cars and motorcycles in the last 60 years!



Pete and Loretta were born on Feb. 22, the same date and same year (1400 miles apart) and have now been married for nearly 60 years. Pete does ALL the driving and likes to drive a variety of nice vehicles. Besides the Lin-

colns there are the '89 and '93 Mercury Grand Marquis, the 1995 Buick Roadmaster Wagon, and if they are really in a hurry, the 1968 Camaro SS 396, 4 speed! Pete worked as a chauffeur for several years; he is pictured with a l-o-n-g 1990 Lincoln complete with a Jacuzzi and rumble seat! I think Pete is in the running for being the LCOC member who has driven the longest Lincoln!

Our final stop this month is at the home of **Edward and Elizabeth Traficante**, 7329 Autumn Chace Circle, Bloomington, MN 55438. Call them at 952-944-6276. Ed and Elizabeth joined the LCOC a couple of months ago, but Ed is the brother of George Traficante, an LCOC veteran. Ed and Elizabeth don't have a Lincoln but like the social aspect of our club. Since George and Gladys have four Mark V's, perhaps Ed and Elizabeth could possibly borrow one occasionally. Ed and Elizabeth were just married on July 7. **Congratulations** and we hope you enjoy the company of the rest of us Lincoln lovers!!



## *Northstar Fall Picnic*

The weather on Sunday September 20<sup>th</sup> was the very best, like last year, for our pot luck picnic at Morrie's. We had 65 friendly and happy Region members and guests having fun, while enjoying Morrie's hospitality and car collection. As in prior years, Roger and Barb Wothe were our hosts. The choice of food was just tremendous; we could have fed another 100 people.

Morrie again opened up his very private collection for our viewing pleasure. His, without a doubt, is one of the finest assembled grouping of automobiles roughly spanning the six or seven decades, beginning at the turn of the last century. It is best described as an "eclectic", collection which follows the personal likes of the owner, rather than any significant theme. What is there is good, and worth seeing over and over. It does grow each year, and the additions are every bit as good, interesting and unique as earlier acquisitions.



Anyone of them would be welcome in a collector's garage.

The parking lot outside displayed two dozen of our Region members Lincolns; we had great cars both inside and outside. By not having our usual auction everyone had more time to visit and view all the great classic cars inside and outside. What a great time was had by everyone that attended.

We must thank Roger Wothe for making arrangements with Morrie Wagener to have our fall picnic at his conference center and collection. The only reason we were invited to Morrie's is because of Roger's friendship with Morrie. Morrie spoke to us about the state of the car business in the wake of the current recession.

We were one the first groups to see his car collection, so to be invited back again this year is very special.



Our annual membership meeting was held after lunch. Bob Johnson reported on LCOC election results. National Directors Art Whitmire, Dan Szwarc, John Talbourdet, Jack Shea and Bruce Hutchinson were elected for three year terms, effective 2010. At Lancaster PA, election of LCOC officers was held for 2010, and officers are Glenn Kramer, President; Art Whitmire, Executive VP; Bob Johnson, VP Regions; Jack Shea, Treasurer and Darren Klingler, Secretary. Bob Johnson, reported that Dave Gustafson, Harvey Oberg and Tom Brace filed for the three North Star Region Manager openings, no one else filed by the September 17<sup>th</sup> deadline so they will be reelected by acclamation at the next board meeting.

To get more new people on the North Star Board of Directors, it was proposed to increase Board from 7 to 9 Directors. Proposal was approved by membership with everyone in favor.

Jan and Dave Leppla guests of Ray and Jeanine Nelson won the 50-50 drawing which was worth \$68. Our major door prizes a White Lincoln Flag was won by Dave Gustafson and a Lincoln Wrist Watch was won by Don Peterson.

We had several long distance travelers attend, Don and Donna Peterson, Winona; Dick Eilers, Duluth; Francis Kalvoda, Willmar; Roald and Rosalee Storvick, Austin; Ron and Linda Fenlon, Alexandria; Brad Wiemann, Rochester, Bruce Frieburg, Buffalo and Harvey and Judy Burski from Duluth.

Thanks to those who helped with the clean up after the picnic, your efforts were really appreciated. We hope to see everyone next year.

## Great Stuff



1981 Continental Mark VI  
Two door coupe with sun roof

Am losing my storage, so I need to sell this fine Lincoln. Fairly priced at \$4,650.

Call Bill Hastert at 651-633-9691

Black exterior with black leather interior. New white side wall tires. Recent work includes new A/C compressor and radiator. 80,400 miles, car is in like new showroom condition. This fine Lincoln is from the former Bob Bliss collection in Faribault.

### For Sale - 1955 Lincoln Capri

Four Door Sedan, with a Blue/White exterior and a Dark Blue Interior  
This is a one-owner car with 33,000 miles. One re-paint, car needs a little TLC. Bob Gavrilesco has seen the car believes it to be a good value for the asking Price of \$6,500 or best offer. Being sold for the owner by Lynn at 612.861.5546.

I am losing my storage, and I do need to part with a few of my Lincolns. The following are offered for sale at this time. All are in above average condition, look very good and are very sound mechanically. Affordably and realistically priced at or below current market value. All reasonable offers will be considered.

1988 Mark VII LSC  
1974 Mark IV

1978 Mark V  
1967 Continental Convertible

Call Dick Serwat at 651-554-0716

For Sale: 1966 Continental Convertible. Black with black top. Full white sidewall tires. Electrical system recently upgraded. Runs and drives great. Always stored in heated garage and in top condition.  
Call Irwin Pentel 952.380.0606 or cell 612.743.8765.

### For Sale

1984 Chevrolet El Camino, Super Sport, with most available options. 74,000 miles, Light Blue over Dark Blue, excellent condition. Also known as an Arizona pickup.

Call Harvey Oberg for more details at 651-739-9754      Own this unique car for \$8,500



## Great Automotive Buys...

### For Sale

#### 1979 Mark V Cartier Edition

Light Champagne, Matching leather interior  
Equipped with 400 CID engine and fully  
equipped. Mint condition, inside and out.  
Low Mileage - 38,300 Miles. See pictures  
and listing on carsoup.com

**\$9,000 - Best Offer**

**Call Ray at 612-722-9966**

### Wanted

Continental Wheel Hump Style Trunk Lid for  
1977 Lincoln. (some limo's had these)

Call Francis Kalvoda, Willmar 320-235-5777

For Sale: 45-48 Lincoln Left and Right  
front fenders. 46-48 nose section, make  
offer, no chrome. 46-48 front axle com-  
plete \$100. 46-48 transmission with  
overdrive excellent condition \$650. 59  
AB block Mercury engine complete \$400.  
Call Ted Anderson 763.561.8143.

### For Sale

1988 Town Car, with 45,000 miles. Has new tires  
and battery, and looks like new. Gray with gray  
soft half-top, rectangular opera windows and side  
lights.

Fairly price to sell at \$5,000.00

Call Don Peterson at 507-454-3010, 507-429-0476  
or 507-454-5231, Winona, MN  
Email: dop@mwsco.com.

### 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



**ELECTRO - TECH, INC.**

**8836 Xylite Street, North East, Blaine, MN 55449**  
**Phone 763.780.2861**

Need your old radio repaired? Want it con-  
verted to new technology? Electro-Tech  
can do the job for you.

This is where other Lincoln club members  
bring their radios for service. Make ar-  
rangements to bring it in over the winter  
season and have it ready to install once  
spring comes. Call Greg at S&M Electro-  
Tech today.



I am a 1953 Capri Convertible. And I am in  
good condition and would like to go to a nice  
home, hopefully to a member of the Northstar  
Club. My present owner finds that driving now  
is just not as pleasurable as it was 20 years  
ago. I have had a lot of fine work done to  
keep my appearance and performance in  
youthful condition. Call Allen Bundgaard with  
a reasonable offer at 218-562-4766.

Car storage in Burnsville at 1301 E. Cliff road.  
Heated with epoxy floors and 24 hr access.  
Storage is secure, with cameras at all en-  
trances. Power and water is available along  
with space to wash your car inside. Emer-  
gency tools are also available to maintain and  
start your classic. Monthly rates from \$80 per  
month with access on a 2 day notice to \$100  
per month for 24 hour access. Prices are  
based on a 1 year contract. Call Karl Flick at  
612.961.9705.

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

### **For Sale**

**1961 through 1967 Lincoln Continentals, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call.**

**Gordy Jensen 612.819.2107**

### **For Sale Mark II**



In last stages of restoration, this Mark II, remains unfinished due to the passing of it's owner, Bill Reese.

Elizabeth Reese would now like to sell this "Gem in the Rough", to someone in the Lincoln Club who will complete the small amount of the work necessary to restore it to it's once proud beauty.

Elizabeth is open to offers and may be reached at 952-471-9467 until late November, when she may be reached in Tucson, AZ at 520-818-1222

### **For Sale**

1996 Continental, extremely well maintained, very nice car, 140 K, \$5000.

Call Bud Bloomquist, 320-220-4667.

### **For Sale**

#### **For Sale \$850.00 OBO**

1939 Lincoln Zephyr 4 door sedan sheet metal only! This car has been completely disassembled and stored for over 50 years and left in a small garage in South Minneapolis. This car was sanded and primed years ago and was the unfinished dream of a fellow Zephyr admirer. I would like to sell Fords first unit-body car with sub frame, four doors, hood, deck and fenders. I have many other parts.

After January 1, 2009 I will offer all above parts and many more Zephyr parts not listed above, individually at a fair market price.

If you are restoring a Zephyr or building a Zephyr street rod and need this sheet metal, please call or email.

*Karl Flick cell 612-961-9705 or email  
karlflick@charter.net*

### **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.

Just Arrived! New windshields that fit 1961 through 1963 Continentals. "64-65" windshields available now.

***Please call Gordy Jensen at 612.819.2107***

### **STORAGE AVAILABLE**

Safe, Secure Storage for your classic now available Southwest Metro Location

Contact Connie **952-835-4148**

# Preview of Coming Events

The following include scheduled club events

Please don't despair, there are a few more car related events left before the long, hard, cold winter comes to visit.

October     **Fall Lincoln Car Show.** First Saturday, October 3rd. Luther North Country Ford Lincoln Mercury. Coon Rapids, MN 10:00AM to 3:00PM

November     Year end Brunch. Al Baker's, Eagan, MN. November 15th, at 11:30AM.

December     We just can't bear to think about that now... Put your feet up and catch up on your reading and dreaming. Nice Craftsman tools would make the perfect holiday gift for the wife. After all, she has plenty of vacuum cleaners, jewelry and all that other stuff. No Northstar events planned for December. Call up your friends and relatives and wish them well. Reconnect with those who you lost contact with over the years. Take a little extra time for your family and those dear to you. Work on that "Pride and Joy" article for next years Northstar news.

## 2010

January     Sunday Brunch. Time, date and place will be available in our next issue.

February     Tentative.. Saturday potluck with the CCCA.

March     Sunday Brunch

April     Sunday Brunch. CCCA annual garage tour.

May     Morrie's Minnetonka All Lincoln car show

Please note: *The Northstar Lincoln and Continental Owners Club* board meetings are open to our members. We do invite you to attend and value your input in the club governing process. The directors would like your comments and suggestions on how we may improve the club and how we can make it a better experience for all of our members. We do recognize there may be a an event that could be fun for us to participate in, or a tour to some little known byway or a new dining place that may just make a great experience for all to share in. Call write or email your directors today.

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

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

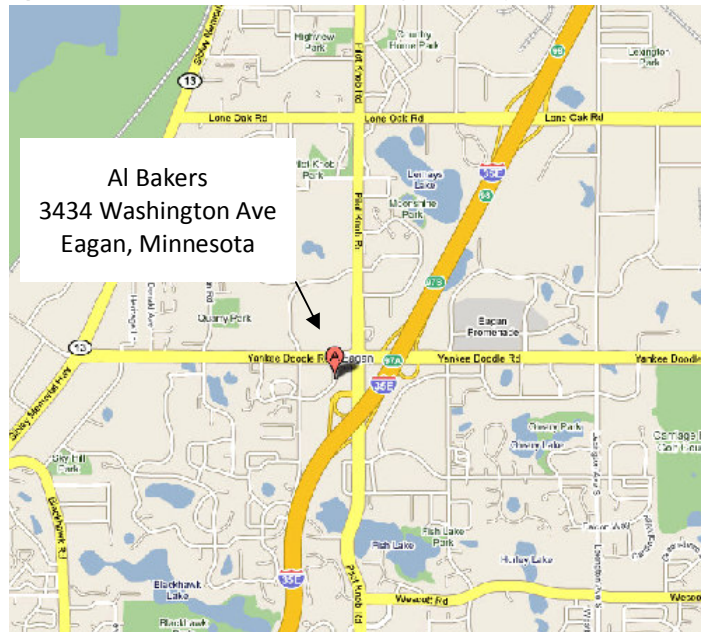
Issues are in PDF format and may be printed on your color printer.

## Northstar Activities

Year End Brunch, November 15, 2009 11:30AM

Before we know it, it will be November and time for our year end brunch at Al Bakers, in Eagan, Minnesota. Most of you have been there before, great food, good service and reasonable prices. You just can't beat Al Bakers, and that's why we go back year after year. We will have our private room as before so it will be easy to spend some time visiting with your friends at our last Northstar event of the year.

### Directions



INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

RSVP Bob Johnson at 651-257-1715  
Email: arborbob41@aol.com

## FALL LINCOLN SHOW, SATURDAY, OCTOBER 3, 2009 North Country Ford Mercury Lincoln

Join us at North Country Ford Mercury Lincoln, 10401 Woodcrest Drive, 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 served by North Country. Set this date aside now. Lets get those Lincolns out for one last time this year. Prior years we had great weather and good times for this last car show of the season. Lets do it again this October 3th. See and drive the new MKT.

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

I-35W to US-10. Go West on Highway 10, distance of 4.8 Miles. Take the FOLEY BLVD NW/CR-11 exit. 0.8 Miles. Keep RIGHT at the fork to FOLEY BLVD NW/FOLEY BLVD/CR-11 East 0.3 Miles. Turn RIGHT onto 99<sup>th</sup> Avenue NorthWest. 0.1 Miles. Turn Right onto WOODCREST DRIVE NORTHWEST 0.7 Miles. Luther Ford Mercury Lincoln is at 10401 Woodcrest Drive NW.  
Call Bob Johnson at 651-587-1212 if you get lost along the way.