

Our Pride and Joy

.My love affair with Lincolns.

By Frank Warner

In the mid-thirties when I was eleven, I was completely obsessed with automobiles in general and several makes in particular. I was a big collector of auto literature, most of which I still have. One of the most beautiful of those I loved was the Lincoln. I had pictures of bodies by Brunn, Willoughby and others all of which were artist's renditions and ranged from Phaetons to Town Cars. By which I mean the model which affords the chauffeur a Tonneau and side curtains for inclement weather, where as the master and his lady rode inside in complete comfort.

Our neighbors were interested in buying a large car in 1935 and among others they had a Lincoln brought out from Minnea-

polis for demonstration. It was a magnificent machine, massive, elegant, beautiful and fully capable of carrying their family of six kids easily. As a matter of comparison in the way cars were sold then with today. Mrs. Bennet, our neighbor, called the dealership while they were considering purchasing and asked if they could pick up one of their kids and bring him to Minnetonka Beach where they spent summers. He gladly acquiesced. They did buy the Lincoln for roughly five thousand dollars when a Ford was available for six hundred dollars.

My grandfather was a Lincoln man and had a 1937 Business Coupe which I much admired with its elegant lines and hood ornament. I resolved to own a Lincoln someday.

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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.



Frank and Marjorie Warner with one of their '60's era Continental Convertibles. Picture from last fall's brunch at Al Bakers, one of the first trips after restoration.

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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.

Our Pride and Joy continued

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In 1942 my dad, an Auburn and Cord man, bought a Lincoln V-12 with the push button doors, a velvety smooth ride and purring engine. With the advent of World War II, V-12's were not exactly the right cars to have, what with four gallons of gas a week authorized by a C ration card. Fortunately, he had some Studebakers. After three and half years in the service, I returned home and was able to drive and enjoy that Lincoln and hoped to achieve ownership of one for myself.

At that time the Lincoln Continental Mark I took my eye and I coveted one. Mr. Campbell of Malt-O-Meal and Cedric Adams of WCCO fame each had one and I thought that they were the most beautiful cars around (I also loved the Packard Darrin). As luck would have it I was able to purchase a 1948 Continental Cabriolet in the mid fifties and thoroughly enjoyed it. Where is it now? Woe is me; I had to sell it to replace a Chris Craft Cobra engine which I had sold.

However much I liked the 50's Road Race Lincolns including a 1957 Lincoln Landau my mother bought new, they paled in comparison to the 1961 4-door convertible. I saw a picture on the front of a car magazine while in New Orleans. I immediately called my friend Bob Odegard and ordered my green with white top and light green leather interior, which I still own. (My inventory method is FIST—first - in -still - there)

My business associates shared my enthusiasm for these cars and soon we all had 4 door convertibles with one exception—a sedan. Later, in Waco, Texas we were able to power up a company and became sole supplier of laundry equipment to Holiday Inns. To reward our executives, we supplied them with Lincoln Continental Convertibles, these cars spurred many to efforts unbelievable. At that time I kept one in Dallas so that I could drive the 100 miles to Waco. I would call and arrange a meeting at 3407 Austin

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Trivia from the Internet.

One of America's Best Loved Appliances - The Mixmaster.

In the years between the First and Second World Wars, Ivar Jepson designed and built dozens of kitchen appliances,



Ivar Jepson

including the indomitable Sunbeam "Mixmaster."

Born in Sweden in 1903, Jepson loved to design things as a boy, studied engineering as a youth, and went to Germany to pursue graduate studies in mechanical engineering. But he soon decided to emigrate to the United States. In 1925, sojourning in Chicago on his way to North Dakota, Jepson was captivated by the big

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Editors Message

This page is one of the last to do this month before we fire up the printers and get the newsletter in the mail. For those of you who have been following the broken foot saga, I was able to shed the cast Friday, August 20th. X-Rays indicate the break is healing and hopefully, I will be left with nothing but few memories of a miss-spent Saturday evening. Alexander, the cause of all of this, continues to show little or no remorse of what he did to his poor old dad.

I do have to apologize for not making it down to the Austin show. For some unexplained reason, I kept thinking the show was on the 21st instead of the 14th. Had I bothered to read our own newsletter, I should have realized that. Bob Johnson was kind enough to take some pictures and do the write-up, so all was not lost. I really hoped to get a chance to visit with some of our Southern Minnesota (and those from South Dakota, too) membership. I have been a bit detracted this summer by a number of issues, which eventually will be resolved, and perhaps the quality of my authorship will improve too.

As you can see by the newsletter, we have had a number of great events. The Wayzata show, hosted by Roger and Barb Wothe was great fun. We got to visit with a lot of folks from other clubs and see some other exceptionally fine makes, including Packards, Cadillac's, early Fords and others too. I hope that we don't have to wait another 150 years for Wayzata to do this show again. Roger may be there, but there are days when I think that I wouldn't make it.

Down town on Kellogg was also a lot of fun. Many old friends and cars and a few new ones. Again, great cars and great people make for a great time.

For those who attended the Austin show, this too was well worth it. Mel Saxton was a great host, who made the club and all those who were there feel truly welcome at his fine store.

Our annual picnic (which is *free*) will be here before we know it. Be sure to read the attached flyer regarding this event. You need to RSVP Roger Wothe and let him know if you are coming. We need to have this information so he can order enough food. With the professional, industrial strength eaters that we have in our membership, this is important so we do not run out of food. We will look forward to seeing most of you there.

October will bring another All Lincoln Show at Coon Rapids Lincoln-Mercury. We do have some membership to the North and West, and this show will hopefully bring those folks out for the day. Please note the information in the attached flyer. For more information, please call Bob Johnson at 651-257-1715.

Information on the new Ford Five Hundred is beginning to trickle out. It looks like it will be a great car. Mercury will offer a similar model called the Montego. I am guessing that within a year or two, Lincoln will have an equivalent model. It is a larger car than the Taurus/Sable, with a great deal of interior room. In many measurements, it is not too far removed from the Crown Victoria, Grand Marquis, Town Car package. The trunk has a volume of 21 cubic feet, which is the same as the Town Car. The length is 200.7 inches, close to the now departed Continental. Front leg room is about the same at 41.3 inches. For those of us residing in the Northern climates, it will be offered with all-wheel drive. Initially offered with the Vulcan V6 engine, perhaps when it makes it to Lincoln, it will come with V8 power. Also, Motor Trend reports that Ford may introduce a 6.2 liter V8 for some of their models, including Lincoln in the next two years. A little more power is always welcome for those who like to travel well.

Don't forget the picnic, RSVP Roger Wothe today. Marion and I will see you there.

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

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city; and he found a home away from home at the local Swedish Engineer's Club.

Jepson found work at the Chicago Flexible Shaft Company, a maker of tools for grooming farm animals that 15 years earlier (1910) had formed an offshoot, Sunbeam, to produce kitchen appliances. In just five years, Jepson became Sunbeam's head designer. Sunbeam Corporation began as the Chicago Flexible Shaft Company. The unusual original name was coined by



the two men who had founded the company predominantly to produce several pieces of animal grooming equipment they had created and developed; they incorporated it formally in the 1890s as the Chicago Flexible Shaft Company. The company began

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Monthly Director's Meeting

BOARD OF DIRECTORS MEETING

August 12, 2004

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Tom Brace, Tim Purvis and Roger Wothe. Other members present were Gaye Purvis and Faye Oberg. The minutes of the previous meeting, as corrected, and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the Board of Directors election will be in September. All nominations are to be received by 20 August. He suggested two possibilities for club projects: LCOC flag and a Region license plate. Bob Gavrilescu and Tom Brace respectively volunteered to research each project. He also reported that the 2004 Mid America Meet will be in San Antonio TX on September 23rd through 26th.

Secretary Roger Wothe reported that no new nominations for the Board other than Bob Gavrilescu and Roger have been received. The Wayzata 150th Birthday Celebration Car Show was a great success with seventy-five cars attending of which twelve were Lincolns.

Treasurer Harvey Oberg reported the treasury balance to be \$4,093.60 with all bills paid.

Membership and Publications director Dave Gustafson reported the paid membership to be one hundred forty. He still needs more "Pride and Joy" articles.

Projects Director Bob Gavrilescu reported

no new sales of club projects.

Activities: Austin Outstate Show Saturday 14 August, Annual picnic at Environments Sunday 12 September starting at noon (RSVP by 7 September), Coon Rapids Lincoln-Mercury Car Show at 3789 Coon Rapids Boulevard 10:00 to 3:00 on Saturday 9 October, brunch at Piccadilly's Sunday 14 November. There was also a discussion of possible events for 2005: a picnic at Frank Warner's, a garage tour, a three Midwest Regions caravan and show and a Mid America Meet sponsored by the North Star Region for 2008. Duluth and other casino locations were mentioned.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be 9 September at 7:00 PM at Whitaker Lincoln-Mercury.

Respectfully submitted by Secretary Roger Wothe.

.Make Your Plans Now!

To attend the September Picnic.

The Fall Car Show

The November Brunch at Piccadilly's in Mahtomedi

We take pleasure in welcoming the following new members.....

Wayne and Mary Frahm, from Rochester, Mn.

We look forward to seeing them at our future events.

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producing small appliances in 1910, under a marque they called Sunbeam (the first Sunbeam product was an electric iron, first called Princess but soon better known as the Ironmaster, or 'The Iron of Irons'), and kept the animal grooming equipment



Sunbeam Automatic MIXMASTER
THE BEST FOOD MIXER MADE

Compare Mixmaster with all other food mixers and you will know why women everywhere prefer it. Be sure the food mixer you buy is Mixmaster—there's only ONE Mixmaster!

EFFICIENT! POWERFUL!

ONE OF THE BEST ELECTRIC APPLIANCES MADE

in production under a marque called Stewart (one of the two founder-inventors was J.T. Stewart). They hired a young mechanical engineer/designer from Sweden named Ivar Jepson in 1925; he climbed rapidly to head the company's

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Directors Message

By Bob Johnson

The hot weather has left us, we had the furnace on in the middle of August. What is the coming winter going to be like? The summer was fast paced and many region activities were enjoyed. We hope that you were able to attend some of our events, had fun this year and will plan on attending many more. I hope that you made many more Lincoln friends this year and will be able to enjoy these friendships for years to come.

LCOC Membership **Referral Form** is now on the web site www.lcoc.org, under online membership registration. Do you know of someone who might be interested in joining LCOC? Fill out the form on the website and they will receive a complimentary issue of Continental Comments along with a membership application.

Saturday night August 7th, we had 18 Lincoln's at our annual Lincoln night on Kellogg Boulevard in St Paul. The weather was damp and cool, but our hardy members still turned out to make the night a success. Roland Hansen brought his 1951 Customized Lincoln, this is the first time any one had seen this car, and it was very nice.

Our 2nd Annual Out State Classic Lincoln Car Show was held at Austin Ford Lincoln Mercury, Austin MN, on Saturday, August 14th. This was a fun event and a chance to see 17 Lincolns from Southern Minnesota and South Dakota, 28 total cars turned out on a mild and sunny day. Mel Saxton gave everyone that brought a car a white baseball cap with his dealerships name on it. These were very nice caps. Gordy Jensen, surprised everyone by bringing his award winning 1965 Lehmann-Peterson limousine, what a gorgeous car. Austin may be known as Spam town USA, it should also be known as a very friendly town, everyone went out of their way to make sure we

enjoyed our stay and we met a lot of very nice people.

Our next event will be our Annual Picnic at Roger Wothe's Environments, on Sunday September 12th. This year because of the large number of members attending our events, we are asking you to not bring any children. PLEASE RSVP TO ROGER BY SEPTEMBER 7TH IF YOU ARE COMING. Please call him at work, 952-933-9981 or email him at rwothe@environmentsinc.com. Tire kicking will start at 11:30 AM and we will eat about 1:00PM, please bring a item for our auction.

Saturday, October 9th, will feature another Lincoln car show. Coon Rapids Lincoln Mercury, has invited us to their dealership, they will provide dash plaques, door prizes and advertising. 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, the last outing for our cars before winter sets in.

The Region election will not be held this year; we have only two candidates Roger Wothe and Bob Gavrilescu, who are incumbents and thus will fill the two openings on the Region Board of Directors for another three years.

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

Send us your stories.. We would love to hear about your Lincoln, new or old, please let us know. Space available each month.

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research and development, and this may have been the most critical hire in the company's history. Sunbeam appliances became almost doubly successful, even as the Depression approached and hit, and even before the appearance of perhaps the signature Sunbeam product: the first Sunbeam Mixmaster appeared in 1930 (it got its earliest patents in 1928-29). By the 1940s, the Sunbeam marque was so identifiable that the Chicago Flexible Shaft Company would have been fools not to recognize it. After the company regrouped to commercial production following World War II's interruption, the company formally changed its name to the Sunbeam Corporation.

From 1925 to 1930 Jepson and his design teams earned numerous patents for kitchen devices: some were improved versions of items, like toasters, already in use, and some were novelties that expanded the idea of how much help machines could be in the kitchen. Jepson's supreme achievement was the Mixmaster, patented in 1928 and 1929, and first mass marketed in 1930.

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Pride and Joy continued

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Ave, a huge house so large I was able to buy it very favorably. When everyone convened at the house the speculation surrounding this spectacle of Lincolns ranged from mafia to god only knows) The Lincoln mystique spread to Memphis and included our Memphis office and some of the Holiday Inn guys. (Slab Side Society). The same story evolved in Minneapolis and once again the SSS (see above) worked to inspire corporate effort.

The Mark II, Lincolns were another love affair. We were doing a deal in Milwaukee with Lee Larson of 3M fame and, you guessed it he had a Mark II. I asked him if he would sell it to me when the time came and he agreed. Accordingly, one day my phone rang and Lee said it was time. His son, an aspiring golf professional on tour, had used the car somewhat badly and Lee decided that the time was now. I took the car to Prestige Lincoln when it was located at 1300 Hennepin Ave and had it completely restored. Somewhat later Lee called and asked if he could borrow his old car to attend the wedding of Bill Boyer's Daughter. I thought it a great idea. Lee created a mild sensation when he arrived, lo those many years later, in his "signature car".

The next Lincoln I bought was 1976 four door sedan (FIST) with green exterior and green leather interior. I think the proportions of these cars are beautiful and reminiscent of the great Lincolns of the 1930s. I almost forgot the 1959 Mark IV Convertible I bought from a doctor in Waco (FIST). I drove this locomotive to Minneapolis after we sold the Texas company and it was quite an experience.

All in all to this day I am still enthralled with the 4 door convertibles. The picture on the front of the May/June Continental Comments Magazine took my breath away.

One question always arises in connection with the storage of so many vehicles and that is where did I store them? Before moving the cars to Minneapolis, I was lucky to have a friend whose friends had a large steel storage building near the Hasty and Silver Creek exit off of I-94. That facility took care of most of my cars and was reasonable at \$300 per month. In addition I rented a large underground heated garage at 700 North Washington. This garage enabled me to store vehicles for various governmental agencies such as DEA, FBI, BCA, Hennepin County Sheriff Office and others... The demand forced me to rent more space; the largest was in the old bus barn at 2600 Lyndale North. When story telling I could add a few more stories.

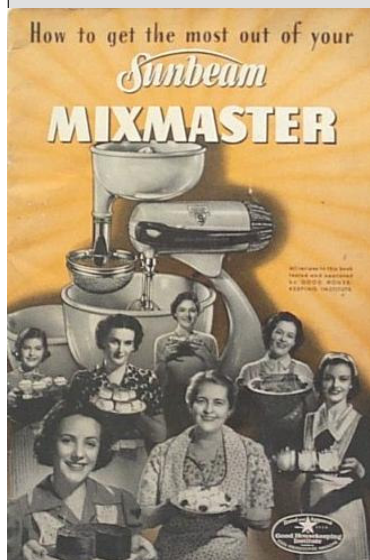
I only wish I had more of the "Sands of Life" to enjoy these beauties but time ticks on and I am beginning a partial liquidation over my remaining years... I hope that these cars end up in the right hands and can continue to be appreciated for many more years

Thanks to Frank Warner for contributing this fine article.

We welcome stories about your favorite Lincolns. Please email, regular mail or FAX them to me today. Please help fill up the newsletter with interesting material. Your suggestions are appreciated.

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Up to that time, there were mechanical mixers for sale, most notably the single-beater, milkshake-maker style mixer patented by L.H. Hamilton, Chester Beach and Fred Osius in 1911. Jepson's mixer had two detachable beaters whose blades interlocked; the motor that drove them was encased in a perpendicular, pivoting arm that extended out over the mixing bowl; and the machine as a whole was more stable and quiet than its competition.



The Mixmaster was an enormous success, making Sunbeam literally a household name in the early 1930s---even though the Great Depression was then at its worst.

Like many natural inventors, Jepson never stopped improving his basic designs. He improved the motor and

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High Mileage Lincolns

Most vehicles never reach one million kilometers, but a 1996 Lincoln Town Car that recently passed the one million kilometer mark was recently recognized at the Ford Motor Company of Canada, Limited head office in Oakville.

Alain Batty, president and CEO, Ford Motor Company of Canada, Limited welcomed Cathleen and Rodney Baron, along with their two-year-old son Jacob, when they arrived at the Ford office in their over one-million kilometer 1996 Lincoln Town Car. "The Lincoln Town Car has traditionally been known for its luxurious ride, room and comfort, as well as being one of the most durable cars on the road," said Mr. Batty. "This is not the first Lincoln Town Car to be a part of the Baron family.

Before purchasing the 1996 Town Car, they had a 1986 model that had accumulated over 865,000 kilometers when it was replaced by the 1996. "We had to sell it as Cathleen was pregnant with Jacob and we needed a car with air-conditioning, which the 1986 didn't have," said Rodney Baron. The engine, transmission and powertrain are all original equipment, as is the paint, except for the passenger door and right rear quarter panel. The 161st oil change occurred when the car recently reached the 1 million- kilometer mark. "As you can see, the car is well taken care of and in turn, still runs beautifully," said Rodney. "This really shows that Lincoln is an excellent car and if you take care of your car, it will last," he added.

Between the 1986 and 1996 Town Cars, Rodney owned a 1990 Town Car that was used exclusively in livery service and had over 900,000 km when it was replaced by the 1996 in January 1996.

Rodney is currently "breaking-in" a 2000 model year Town Car that has only reached the 370,000 kilometer mark. If you combine the mileage on all four of the Baron's Lincoln Town Cars, they have "traveled well" for over three million kilometers.

Austin Car Show....

Saturday, August 14th, we held our second Annual "Out State" Classic Lincoln Car Show at Austin Ford Lincoln Mercury in Austin Minnesota. Twenty-eight beautiful Lincolns cruised to Austin on a mild and sunny Saturday. Seventeen cars were from the Austin area, making up over half of the show field. Milt and Mardy Peterson, Rosemont, with their 1973 Continental Custom Convertible won the Best of Show Award. Don & Betty Jones, Sioux Falls SD, with a 1941 Cabriolet, won second place and Mel Fredrick, Owatonna, with a 1940 Cabriolet won third place. Bob and Verlene Dennis from Walker Mn, 315 miles and their 1948 Lincoln Modified Custom Street Rod, easily garnered the Long Distance Award.



Mel Saxon of Austin Ford Mercury Lincoln and Bob Johnson



Gordy Jensen's 1966 Lehmann Peterson Limousine

A very special thank you, to Gordy Jensen, for having Gary Arenson drive his 1966 Lehmann-Peterson award winning limousine to the show for our enjoyment. This is truly a beautiful car. In July this car, restored to perfection won the Elliston H.

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controls of his mixer, and added a number of attachments, without altering the basic design-- which was quite sleek for its time. By 1940, a full generation before the marketing of the modern food processor, Jepson's Mixmaster could make juice, peel fruit, shell peas, press pasta, and grind coffee; it could also open tin cans, sharpen knives, and polish silverware.



Mixmaster Postage Stamp

It is proof of Ivar Jepson's talent that the 60th Anniversary Edition of "the mixer America grew up with," released by Sunbeam in 1990, differed very little from Jepson's first model. Today, amidst all the modern gadgets that have appeared in American kitchens, some version of Jepson's best known invention often stands as a venerable classic.

Information from the Internet....

Austin Car Show Continued...

Bell Founder's Trophy, Best of Show at the Eastern National Meet in its first showing.



Jim Crowley's 1947 Continental

Austin Ford Lincoln Mercury provided refreshments, hot dogs and White Baseball style caps to all car owners. Our top door prize, a Black Lincoln Flag was won by Bob Roth. A mechanics award, a Black Lincoln baseball cap was presented to Dan White for rebuilding the carburetor on Bruce Crawford's 1979 Lincoln Continental after it stalled and would not run after arriving at the car show.

The objective of this car show was to pro-



Don and Betty Jones '41 Cabriolet

mote interest for our classic Lincolns outside of the Twin City area. Thanks to Arden King for contacting all the Lincoln owners in the Austin area. These are the out state people who attended this show, Rod Johnson, Albert Lea; Arden King, Austin; Don & Betty Jones, Sioux Falls, South Dakota; Bob & Verlene Dennis, Walker; Jim Crowley, Austin; Dan White, Frost; Fred Bissen, Starryville; Marvin Zeller, Alden; Spud Bothun, Austin; John Schweisberger, Brownsdale; Gary Mudge, Rochester; Wayne Fralim Rochester; Steven Tupp, Austin; Lowell Brekke, Austin; Don & Donna Peterson, Winona; Mel Fredrick, Owatonna and

Marlo Hansen, Blooming Prairie. Harvey and Faye Oberg drove from the Twin Cities just to see some beautiful Lincolns. The Northstar Region and LCOC should gain some new members from this event. The variety of cars displayed represented Lincoln models from the 1940's to the



Above, Mel Frederick's 40 Cabriolet
Below, Fred Bissen's 1960 Lincoln



1990's, Mel Fredrick's 1940 Continental Cabriolet was the oldest car and Spud Bothun's 1991 Town Car was the newest car. The most popular model were seven 1940's Lincolns and they were all very nice cars. Pictures were taken by Bob Johnson.

It was a pleasure working with Mel Saxton, owner, Austin Ford Lincoln Mercury. Mel has a first class operation with very friendly and helpful personnel. I want to thank all the Austin Ford Lincoln Mercury people who helped make this Lincoln Car Show a success.

This car show was fun and a great place to enjoy meeting new Lincoln people. The Northstar Region is looking forward to doing another Out State Car Show next year in Northern Minnesota. The past two years we have been able to see over 30 Fabulous Lincolns located outside of the Twin City area.

The Beauty's in 1967 LINCOLN CONTINENTAL CONVERTIBLE SEDAN

WHEN THE LINCOLN CONTINENTAL was revived in 1961 with lines and a body style suggestive of prewar classics, it was the first production convertible sedan by an American luxury manufacturer in a long time.



1967 Continental Convertible owned by O.G. Wilson of Florida. Picture and article courtesy of AutoWeek.

Said to be derived from a Ford Thunder-bird coupe design, the large prototype was adapted to a four-door Lincoln model. Adding a convertible sedan version made it especially interesting. A recession limited Lincoln sales to a modest increase of 25,000 cars in 1961 (10 percent were convertible sedans), but there was a dramatic increase in market share. Styling was re-worked for 1966 and 1967, with the wheelbase stretched from 123 inches to 126 inches. Horsepower went up to 340 from 320. The car gained some notoriety when President Lyndon Johnson was reported speeding in one on his way to church.

The Continental is full of power assists, some surprising. Opening the rear door automatically lowers the rear window to ensure the overlapping fabric top is not disturbed. Vent windows are powered, as are headrests in front.

There is no trunk in the Continental's big tail, but there is storage for the top and its power mechanism. Push a button on the dash and the rear lid opens toward the back, revealing considerable machinery adapted from the Ford Skyliner retractable hardtop. A metal plate, folding flush with the body, covers the top when it is down. Putting the top down looks like an incredibly complex procedure. It's impressive to watch.

This Continental drives much like many newer Ameri-

can luxury cars. Once past the hefty front door, it is user friendly, making the driver immediately comfortable. The big V8 is subtle. The size of the car must make parallel parking a challenge, something not even considered during this drive. There are great details in the cabin to enjoy: The steering wheel is stylishly thin, the directional signal is a long elegant aluminum stalk. The rectangular speedometer fascinates with a band half white and half black, with a red orange diagonal strip in the middle. As speed increases, the white part of the strip extends to the right, red orange indicating the exact speed. The seats feel just right, with a very handsome shape. The original, deep red pleated leather upholstery has taken on an impressive patina.

At a list price of \$6,449, this convertible sedan was the most expensive American car of its time. Extras, some of which included power vent windows (\$71) and air conditioning (\$471), brought the price to \$7,922.

South Florida owner O.G. Wilson III likes the Continental's classic look. He found the car in *Hemmings'* classifieds in 1999. The seller, who owned 19 of the cars, was in North Carolina. Wilson got on a plane, looked the Lincoln over, the original paint, interior and top were in good condition, and brought it home. The original window sticker and build record came with the car, which had been delivered to Redwood Lincoln Mercury in San Francisco. Wilson uses the Continental, driving to work, going out to dinner and sometimes for longer trips. At 65 mph it gets 12 mpg, and the car uses premium fuel, but, Wilson says, it "drives like a dream," so that compensates for the H2-like fuel mileage.

This Continental is practical to own. Parts are easy to get a combination of new old stock, original car parts and new parts built from original machinery licensed from Lincoln. The Lincoln and Continental Owners Club (lcoc.org) offers advice on ownership.

1967 was the last year for the Continental convertible sedan. Its complex manufacturing requirements, plus the increasing safety issues of the time, led to a new coupe model. Today Lincoln show cars are reviving many of the lines of these four door Continentals. Classic design, it seems, is in demand in this millennium, too.

Article courtesy of AutoWeek/Brooks Brierley

Wayzata Car Show..... July 31st...

Saturday, July 31st, the Lincoln club journeyed out to the Wayzata Bay Shopping Center to participate in Wayzata's 150 year anniversary celebration. Organized by Roger Wothe, over 75 arrived by 10:00 AM, all clean and shiny, ready for showing.



Some of our finest, including Floyd Homstad Continental, Nelson's and Isenberg's Mark II's

A number of area clubs participated, including the Northstar LCOC, the Packard Club, the Cadillac-LaSalle Club and the early Ford V8 club to name a few. Lincolns and Packards were very well represented. Roger and Barb Wothe did an exceptional job of organizing this show for the city. Lincolns parked with Lincolns, Packards with Packards, and so on. There were plenty of spaces between vehicles for the visitors to pass by while examining the rolling stock. Marion and I brought our '55 Cadillac Fleetwood and the '65 Wildcat Convertible. Like the Maytag repairman, I was a bit lonely, as we had the only Buick in attendance.



Foreground, Ray and Jeanine Nelson's 1948 Coupe



A very nice original Zephyr, from the early '40's. Now if we could only get the owner to join the Northstar LCOC.

The weather was warm and sunny, with a very slight wind, which was greatly appreciated. There were a number of restaurants in the area for lunch, and Marion and I managed to get some great sandwiches at a deli across the street from the shopping center. It was a lot of fun, and I connected with a fellow who lived for a while in Rock Island, Illinois and well remembers the family that owned the '51 Imperial which was our first foray into the old car hobby, some 27 years ago. Incidentally, we still have the Imperial, which now has about 34k on the speedometer. The world is often smaller than we think.



While not a Lincoln, most of us wouldn't mind of these great Mercedes cabriolets.

Like most fun shows, 3:00 PM came around far too quickly. Word has it that the City of Wayzata believed that the show was a resounding success, and have asked Roger to make plans for the next one to be held in another 150 years.

Kellogg Boulevard, Down Town St. Paul...

Once again, the Northstar LCOC made the scene on Kellogg in downtown St. Paul. With temperatures in the low 70's and a slight breeze, it was a far cry from the preceding two years with temps in the 90's and humidity to match. I had an opportunity to make use of my fine club jacket, and it felt good that evening.



Al Longley's fine original '51 Cosmopolitan

Early arrivals included Harvey and Faythe Oberg and Bob and Mary Johnson who helped others stake out a block of parking spaces for our favorite Lincolns. Unfortunately, your editor and Marion were once again relegated to driving a "lesser car" that evening. We arrived around 4:00 PM in our very black 1956 Imperial. Not a Lincoln, but not a bad second choice either. My continuing saga with the broken foot prevented me from doing a few things to the Cosmopolitan to make it once again street worthy. We were not without 51 Cosmopolitan's however, as Al Longley brought his very original Cosmo down from Dayton. I wish ours was that nice.



Bob Johnson visiting with Silvia (right) and Kevin Sherek, who came down from Virginia to be with us.



Lincolns, Lincolns, and more Lincolns....

We had a good turnout, with about 20 Lincolns on display. Kellogg Boulevard is fairly centrally located to a lot of members, which makes for good attendance year after year. Lincolns, Lawn chairs and snacks made for a good evening. Harvey and Faythe Oberg's 1941 was the oldest and a 90's Town Car was the newest. There was a fine representation of the other decades too. Kevin and Silvia Sherek once again won the long distance award for coming down from Virginia, MN to be with us. People just love driving their Lincolns.



A '40's Zephyr and two fine late '50's Lincolns

The time passed all too quickly, and about 8:00 PM members started to depart for home. Kellogg Boulevard provides a great venue to visit with other club members and non-Lincoln owners envious of our fine vehicles. We all are looking forward to doing it again next year.

Jay White and Jim French brought their digital cameras and contributed some fine pictures for this article. We appreciate their efforts.

Cruise Nights.....

2nd TUESDAY, MAY-SEP, Savage, MN. 6-9pm. '76-older. Culver's Restaurant. Contact: Terry & Fran Stade, 612-861-6815.

WEDNESDAYS, MAY 5-SEP 29 CRUISE NIGHT, Sioux Falls, SD. 6:30, Dareo's Pizza, 2920 S MN Ave. Sponsor: Siouxland Car Council. Contact: Gloria Anderson, 605-528-3764

1st WEDNESDAY, MAY-SEP CRUISE NIGHT, Elk River, MN. 5-9. Culver's, Hwy 169, next to Menards. Contact: Patti, 763-441-0400

1st WEDNESDAY, MAY-SEP CRUISE NIGHT, Forest Lake, MN. 6pm. Sponsor: Northern Lights Car Club. Culver's. Contact: Roger Bodine, 651-464-4052.

3rd WEDNESDAY, MAY-SEP CRUISE NIGHT, Forest Lake, MN. 6. Walmart Parking Lot. Sponsor: Northern Lights Car Club. Contact: Roger Bodine, 651-464-4052.

3rd WEDNESDAY, MAY-SEP CRUISE NIGHT, IHOP, Bloomington, MN. 2231 Killibrew Dr, S side of mall. Contact: Terry/Fran Stade, 612-861-6815.

4th WEDNESDAY, MAY-SEP CRUISE NIGHT, Rogers, MN. 5-9pm. Denny's Classic Diner, Hwy. 94 & 101 N. Contact: Jennifer, 763-428-1574.

4th WEDNESDAY, MAY-SEP CRUISE NIGHT, Apple Valley, MN. 6-9pm. IHOP Restaurant, Co Rd 42 & Galaxy Ave. Contact: Terry & Fran Stade, 612-861-6815.

FRIDAY, JUN 11-SEP 17, CRUISE NIGHT, Downtown N St Paul, MN. 5pm start. Main Street area. Contact: John Pontrelli, 651-773-8274.

SATURDAY, MAY 29-OCT 2, CRUISE NIGHT, Downtown St Paul, MN. 6pm start. Kellogg Park, between Robert & Wabasha Sts. Contact: Terry Trooien, 651-225-0417 (pager), 651-292-6011(W).

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 \$4,000

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

1988 Mark VIII LSC. Burgundy Metallic with matching perforated leather interior. Full power with sun roof and power antenna. 5.0 HO engine, 16inch alloy wheels with Michelin XGT-4 tires. Recent top end overhaul due to coolant leak, and recharge with R-134A in A/C. New water pump and tune up. A couple of minor rust spots at left rear side marker light. Would be an excellent daily driver. 85,400 miles \$2,950

If someone is seriously interested in looking at any one of these cars, I would consider driving it up to the Northstar LCOC picnic. Call Ron Fenelon at 815-624-4014 or email lincolnsareus@charter.net

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



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.

For Sale: Nice 1971 Mark III, 98K miles, same owner for 25 years. Light butterscotch color, brown top and interior. \$3,300 to a good home. 320-220-0844, near Willmar, MN
For Sale: NOS in FoMoCo boxes, Two 1961 Brake drums. \$55 each. 320-796-5819, Spicer, MN email: darkside-manor@tds.net..

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

Remember, if you have something you want to sell, let your editor know. Ads are free to anyone who has car stuff to sell. Make some money and perhaps help another member. Write or email today.

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

**Club Jackets and Shirts are Now Available
Reasonably Priced
Great Looking
Contact Bob Johnson at 651-257-1715**

WANTED

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

FOR SALE

1966-1977 DeLuxe Radio, AM/FM Signal Seeking, all rebuilt and ready to play your favorite stations. \$100
Call Harvey Oberg today, 651-739-9754

FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000
Call Wendy Norine, Litchfield 320-693-2990

—1956 *Mark II*—

Available now, 1956 Continental Mark II, 25,000 mile original. Purchased twenty five years ago from the widow of the original owner. Maroon exterior with matching leather interior in good original condition. Please call Cal Fercho at 701-237-6313



For Sale. 1969 MARK III 64,000 original miles. This is a very clean car, that has been inside most of it's life. This fine example of a Mark III scored 98 points at the Red Wing Mid-America meet in 2002. A super fine driver offered at \$13,900. Please call Bill Juring at 651-484-2799 today.

Preview of Coming Attractions

The following include scheduled club events

September Northstar LCOC picnic Roger Wothe's Environments, Inc, *Sunday, September 12th*. Please reserve the date now on your calendar. This is free and fun. (due to large attendance expectations, we ask that children not attend) See flyer.

Burnsville Fire Muster Car Show Saturday, September 11th. Burnsville Civic Center 3:00 PM to 7:00 PM Just off Nicollet avenue, several blocks north of Burnsville Parkway. \$3 registration, but some really great prizes.

LCOC Mid-America, September 22nd - 26th San Antonio, TX

October All Lincoln Car Show, Coon Rapids Lincoln Mercury, 3789 Coon Rapids Boulevard, Coon Rapids of course. Saturday, October 9th, 10:00 AM to 3:00 PM. More details about this last show of 2004 in this issue.

November End of year Brunch, Sunday November 14th, Piccadilly's in Mahtomedi. 11:30 AM. Great service and food. Reasonable prices. Private room for the club. Map and more information in future newsletters.

December No club activities planned for December. You are on your own. However if you crave companionship of other Lincoln owners, call up one of your friends in the club and take them out to lunch. As an alternative, you could take your wife out for lunch. Also plan on buying her some good tools to put under the tree. Take some time and write an article for the newsletter. And if you really want to feel good, buy some dog treats and drop them off at your local animal shelter.

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.

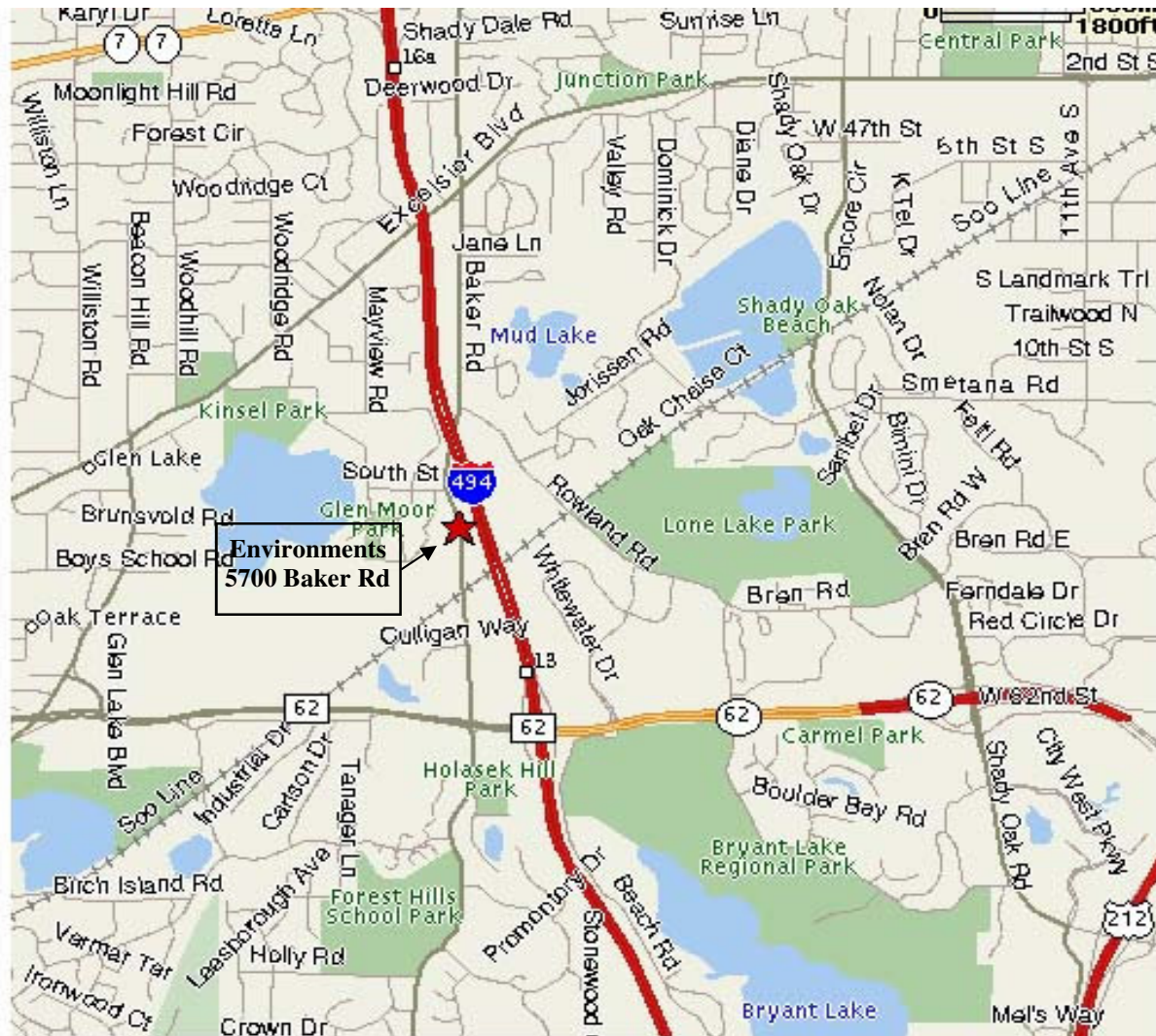
FALL LINCOLN SHOW, OCTOBER 9, 2004



Our October event this year is a All Lincoln Car Show at Coon Rapids Lincoln Mercury, 3789 Coon Rapids Blvd, Coon Rapids, MN. 10:00 AM to 3:00 PM.

We look forward to meeting some new Lincoln owners, and perhaps adding to the membership. 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. With any luck at all, we might have better weather in October than we had in June. Lets get that Lincoln out for one last time this year.

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



ANNOUNCING THE ANNUAL NORTHSTAR LCOC PICNIC

MARK YOUR CALENDAR FOR SEPTEMBER 12, 2004.

Same as last year, it will be at Roger and Barb Wothe's ENVIRONMENTS, 5700 Baker Road, Minnetonka, MN. See above map. Highway 494 to Crosstown (Hwy 62), Crosstown west to Baker Road, North on Baker (a short distance) to Environments.

All members are welcome, This is your invitation to attend. In order to have enough food for all to enjoy, **YOU** must call Roger Wothe at 952-933-9981 **NO LATER** than September 8th. RSVP's are required. Due to attendance expectations, we please ask that children not attend.

We will be having an auction to raise money for club activities. Please bring an auto related item or anything else that you may have that we can auction off after our picnic lunch.

Plan on being there at 12:00 noon for some visiting around the Lincolns in the parking lot. Lunch will be served about 1:00 PM. Rain or Shine, the facilities at Environments will provide for eating indoors or out. Let us have a great afternoon and enjoy the good food and fine friendship.