

NORTHSTAR NEWS

Our Pride and Joy....

The Mark II "The Second Choice"
As told by Dick Koop....

It is hard to believe that October 2005 marks another special time for me. It represents 25 years that Bev and I have owned our Mark II.

Ownership of this car almost never came about. My father, Tom Koop, and I had always thought the Mark 11 was the most beautiful car of its time and always wanted to own one, so we decided to pool our money and buy one together. After advertising and looking for a period of time, we had a lead and drove to see Bill Cheffer's 1957 Mark II

in Kankakee, IL. The minute we saw it we knew this was the one. Bill was asking in the range of \$18,000 and we decided to buy the car. Bill had second thoughts and asked if he could think about it and call him when we got back to our hotel. That was the longest wait I can ever remember. I called Bill and he had a change of heart and just couldn't sell his car. We all were crushed and extremely disappointed. Bill then stated another individual in Kankakee had a 1956 Mark II that might be for sale. We decided since we were there already we might as well look at it.

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Tom and Bev's 1956 Mark II

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

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

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

My Pride and Joy Continued...

(Continued from page 1)

We pulled up to a mortuary and Bill introduced us to Lou Thoma who was the owner of the mortuary. He took us back to the area where the car was stored and there it was "preserved" just like the bodies in the other room. Lou proceeded to tell us he was the second owner and he bought the car from Mr. William L. Fry from Fairfield, IA. When Lou was a young man and living in Fairfield he used to wash and keep their car in immaculate condition for Mr. Fry. He was even able to take it to the prom in his senior year of high school. Mr. Fry called him years later and stated he would give him first chance to buy the car. Lou knew he had to own it. Lou proceeded to tell us the Mark II with air conditioning was a D.O.S., which was a dealer special order. This meant the car had some unique options. First of all the interior is all red leather including the headliner, door panels and seats. Mr. Fry's wife had a shade of Helena Ruben-

stein red lipstick that she wore. She sent the lipstick to Ford who, in turn, had the leather dyed in Scotland to match the lipstick color. Needless to say, this is a one of a kind car. The other option that was added either by the dealer or at the Wixom Assembly Plant were 2 Marchal air horns. Lou had still not decided whether he would sell the car, but if he were to sell it, it would be \$20,000. Twenty-five years ago that was a "strong" price for a Mark II. He also asked that we give him some time to think about selling his dream car. We returned home without a car. About a week later Lou called and decided to sell the car. We agreed on the \$20,000 price and planned a return trip to pick up the car. If I recall it was four or five days before we were to pick up the car, Lou called and said he just could not sell the car. (Does the story sound familiar?) After the disappointment again, I sent a letter to Lou thanking him for the opportunity to see his car and should he ever change his mind, to

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Trivia from the Internet.

Thomas Adams first tried to change chicle into synthetic rubber products, before making a chewing gum. Thomas Adams attempted to make toys, masks, rain boots, and bicycle tires out of the chicle from Mexican sapodilla trees, but every experiment failed.

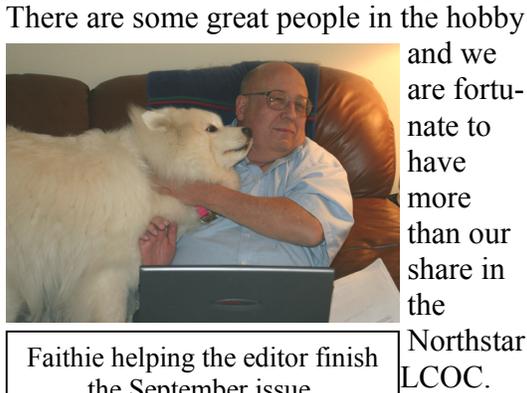


One day in 1869, he popped a piece of surplus stock into his mouth and liked the taste. Chewing away, he had the idea to add flavoring to the chicle. Shortly after, he opened the world's first chewing gum factory. In February 1871, Adams New York Gum went on sale in drug stores for a penny apiece.

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Editors Message

And what a busy month August was. Our visit to LaCrosse/Onalaska was a lot of fun for those of you who managed to make the trip. Our thanks to Bob Johnson who started to put this together a year ago. We had the chance to visit with some of our Southern members that we don't get to see very often and meet some folks from one of the other clubs who joined us at Dahl Lincoln Mercury.



Faithie helping the editor finish the September issue.

Above is a picture of Faithie the dog, who has just given her dad a big wet one. She felt somewhat ignored, while I was typing away on my laptop trying to finish this issue.

It was a lot of fun driving down to La-Crosse. I got the pleasure of seeing this magnificent Mark II in my rear view mirror as I traveled down along the river. Ahead was Dennis Childs and his 1960 Continental Convertible. The rest of the day got even better. You just had to be there. These are the days that great memories are made from.

The following Saturday, August 20th, was our visit to Kellogg Boulevard, downtown St. Paul. After having some work done on my '51 Cosmopolitan, I felt that it was time to take it on a longer cruise than just around the block. I filled it up with liquid gold at SuperAmerica and started out toward St. Paul at about 3:15PM. It really did run fairly well on

35E. Cruising about 65, I was the recipient of many stares and a few thumbs-up as I continued on my way. I came picked up 494 and continued to 52 which I took to St. Paul and Plato Boulevard. I thought that I would go over Plato to South Robert and take that up to Kellogg. At the intersection of Plato and Robert, my not so trusty stead failed me. It died and it seemed as though gas was not in plentiful supply at the carburetor to run the engine any further. With Triple A just a cell phone call away, it was simply a matter of waiting for one of their flatbeds to pick up the Cosmo and whisk us safely home to Burnsville.



The Cosmo going for a ride.

I have come to the conclusion that the gas tank needs an industrial strength cleaning along with an epoxy treatment as suggested by other club members. Hopefully, I can get this done before our October show.

I did return to St. Paul later that evening and had a chance to see some of the other members cars and do some serious visiting. The weather was beautiful, not too warm, with low humidity. Definitely a lot better that what we had in June and July.

Still looking for articles on cars, something on older auto accessories would be nice too.

Till next month..David, Marion & Faithie

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Thomas Adams tried numerous trades before becoming a photographer during the 1860's. During that time, General Antonio de Santa Anna went into exile from Mexico and boarded with Thomas Adams in his Staten Island home. It was Santa Anna who suggested that the unsuccessful but inventive photographer experiment with chicle from Mexico. Santa Anna felt that chicle could be used to make a synthetic rubber tire; and he had friends in Mexico who would be able to supply the product cheaply to Adams.

...chewing gum manufacturers, formed as Adams Sons and Company in 1876 by the glass merchant Thomas Adams (1818-1905) and his two sons. As a result of experiments in a warehouse of Front Street, Ad-

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Monthly Director's Meeting

August 11, 2005

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Dave Gustafson, Harvey Oberg, Bob Gavrilesco and Roger Wothe. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson welcomed Bob Roth as a new director. He also noted that the recent *Northstar News* was reproduced in color. The North Star Region will be sponsoring the 2008 Mid America Meet. Duluth was discussed as a possible site for the meet.

Treasurer Harvey Oberg reported the treasury balance to be \$3,177.51 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the membership total stands at one hundred forty-two. He has a "Pride and Joy" article for the next newsletter and still needs more.

Projects Director Bob Gavrilesco reported that there were no project sales this past month. He recommended that we lower the price from \$59.00 to \$49.00 per pair for the remaining weather strips for the leading edge of the rear door glass for 1961 through 1963 Continentals. The price reduction was approved.

Activities: Twenty cars have signed up for the tour to LaCrosse on 13 August. All club members are urged to bring their Lincolns to the Kellogg Boulevard gathering on Saturday August 20th. Please try

to arrive by 5:00 PM. The North Star Annual (free) Picnic will be Sunday 11 September starting at noon at Environments Incorporated (directions are in this newsletter). Please RVSV to Roger or Barb Wothe at 952-473-3038 (home), 952-933-9981 (office) or rwothe@mchsi.com by Tuesday 6 September so they can plan for the food.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be Thursday 8 September at 7:00 PM at Whitaker Lincoln-Mercury. Members and guests are always welcome.

Respectfully submitted by Secretary Roger Wothe.

Summer Car Cruises & Events

Though not a complete listing, here are some of the cruises and events that you might be interested in...

North St. Paul History Cruze, Friday nights, June 10th thru September 9th. 5:00PM to 10:00PM Downtown Main Street, North St. Paul.

South of the River Show and Cruise, Friday nights, June 24th, July 29th, August 26th and September 23rd. 7:00PM to dusk. Bumper 2 Bumper, 1 block West of 35W on 160th, just South of Buck Hill.

Apple Valley Get Together Saturday Nights. 5:30PM until dark every Saturday night through September 10th. In the parking lot of the Dakota County Government Center on the NW corner of County road 42 and Galaxie Avenue. Lots of restaurants close and some shopping opportunities as well. Open to all.

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ams made chewing gum that had chicle as an ingredient, large quantities of which had been made available to him by General Antonio de Santa Anna of Mexico, who was in exile in Staten Island and at whose instigation Thomas Adams had tried to use the chicle to make rubber. Thomas Adams sold the gum with the slogan "Adams' New York Gum No. 1 -- Snapping and Stretching." The firm was the nation's most prosperous chewing gum company by the end of the century; it built a monopoly in 1899 by merging with the six largest and best-known chewing gum manufacturers in the United States and Canada, and achieved great success as the maker of Chiclets.

The following is a quote from a 1944 speech given by Thomas Jr.'s son Horatio at a manager's banquet for the Ameri-

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Directors Message September 2005

By Bob Johnson

Where happened to our summer? Our Annual North Star Picnic at Roger and Barb Wothe's, Environments Facility will be on Sunday, September 11th. Tire kicking starts at noon and we will eat at 1:00 PM. The picnic is FREE to all Region members and is the event of the year. The only requirement is that you need to RSVP to Roger by September 6th, so he has time to order the right amount of food. The picnic attendance has averaged over 60 members so it is important that we know if you are planning on attending. Please call Roger at 952-933-9981 (Office) or email rwothe@mchsi.com. After we eat we will have our Annual Auction, please bring a Lincoln item or something that you feel someone else would like to buy.

How did you like all the pictures in COLOR in the last newsletter. We plan to try to use a little more color in each issue. Dave keeps figuring ways to improve the quality of our newsletter. Please call him to let him know how you like seeing all the pictures of our beautiful Lincolns in color. We still are in need of MY PRIDE AND JOY ARTICLES about your Lincoln.

Fourteen Region members toured to LaCrosse on Saturday, August 13th, to see Harry Dahl's new Lincoln Dealership and his Ford Car collection which was fantastic. We met at the Point Restaurant in Hastings and were able to see the progress Al Homeier, Hudson, is making on his 1928 Lincoln Hot Rod. Because of medical treatments Al was unable to go with us to LaCrosse. We displayed our Lincolns from noon till 2:00 PM, while being served BBQ Chicken with all the fixings. The BBQ was great and no one went away hungry. At 2:30 PM, Harry

led 19 Lincolns in his 60's Lincoln Convertible to his Ford Dealership where his Ford car collection is across the street. We want to thank our host Harry Dahl, for a terrific lunch and the opportunity to see his new Lincoln Dealership and the viewing of his great Ford car collection.

Highlights of the LaCrosse event, were meeting Region member Dennis Childs, Welch MN, for the first time, and seeing his 1960 Continental Mark V Convertible; seeing Dick Koop, who drove up from Verona WI; seeing Don Peterson, who drove over from Winona in his 1979 Continental Sedan. We signed up two new Region members Nick and Sue Duerkop, Houston MN, and Bob and Kathy Steiger, LaCrosse WI.

Dick Koop has invited us to visit his ORPHAN car collection in Verona Wisconsin. We will look at doing an over night tour in 2006 if there is enough interest. Please contact any North Star Region board member if you want to go on this tour. You will have to call Dick to have him explain what cars are in his ORPHAN car collection.

Lincoln night, Saturday August 20th, on Kellogg Boulevard, St Paul, had great weather and 13 Lincolns on display. Our Lincolns were spread out due to the changes made by the City of St Paul. Bill Juring drove his 1969 Mark III, this might be the last time it will be seen here in the Midwest. Bill has a buyer coming in from the east coast to possibly buy it. Don Vailecourt, Still-

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can Chiclé Company. "...after about a year's work of blending chiclé with rubber, the experiments were regarded as a failure; consequently Mr. Thomas Adams intended to throw the remaining lot into the East River. But it happened that before this was done, Thomas Adams went into a drug-store at the corner. While he was there, a little girl came into the shop and asked for a chewing gum for one penny. It was known to Mr. Thomas Adams that chiclé, which he had tried unsuccessfully to vulcanize as a rubber substitute, had been used as a chewing gum by the natives of Mexico for many years. So the idea struck him that perhaps they could use the chiclé he wanted to throw away for the production of chewing gum and so salvage the lot in the storage. After the child had left the store, Mr. Thomas Adams asked the druggist what kind of chewing gum the little girl had bought. He was told that it was made of paraffin wax and called White Mountain. When he asked the

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Pride and Joy continued...

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please call me. About five months later I got a call and we returned to Kankakee, IL and closed the deal. After joint ownership for about eight years, I bought out my Dad's portion and maintained the car in its original condition. Since owning the car I have had the front end suspension rebuilt, converted the engine to burn today's unleaded fuels and a few other cosmetic upgrades. Outside of this, the car is exactly as we bought it.

We used to take it to every Midwest and Eastern National meets where it always scored in the mid 90's. That pretty much ended when Bev and I moved to the Madison, WI area after we sold out our business.

This car also marked the beginning of my "unlucky 13" collection. Over the last twenty-five years I have accumulated a number of orphan or loser cars that were either sales or marketing failures such as 1968 Subaru 360, Delorean, AMC Marlin, Studebaker Avanti, Cadillac Allante, Buick Reatta, Yugo, Ch Fiero GT and Chrysler TC by Maserati to name a few. The Mark II fits this category also. I am still looking for a 1958 Edsel 2-door hardtop.

These cars are all housed in a building in an industrial park just outside of Madison. I have all the "toys", sandblaster, 4-poster lift, buffing machine and washing station, to keep these cars fit and trim. The building is heated and air conditioned with a kitchen, offices and a bathroom. Needless to say you know where I spend my time on the week-

ends.

All of you are invited to come down for a visit and cookout. I miss the monthly meetings and the sharing of stories we all have, which is what the club is all about.

**Don't Forget
Make Your Picnic
Reservations Today
September 11 is Only A
Few Days Away.**

More Summer Car Events

(Continued from page 4)

Northern Lights Car Club Monthly Cruise-In. Forest Lake. 3rd Wednesday of every month through September, 6:00PM. Held at the Wal-Mart parking lot in Forest Lake, MN. Hosted by the Northern Lights Car Club.

Wednesday night cruises to TGI Friday's, Brooklyn Center, MN. Every Wednesday, May 4th through September 28th. 7:00PM - 9:00PM. Cost 5.00 for the season covers every Wednesday night. Just North of 694 off Shingle Creek Parkway.

South of the River - Cruise to Culvers, Savage, MN First Tuesday of each Month thru Sept 6th. 6:00PM to 9:00PM, held at Culvers on Highway 13, in beautiful downtown Savage. Culvers will provide one meal coupon to each of the first 25 cars 1974 or older.

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man if he would be willing to try an entirely different kind of gum, the druggist agreed. When Mr. Thomas Adams arrived home that night, he spoke to his son, Tom Jr., my father, about his idea. Junior was very much impressed, and suggested that they make up a few boxes of chicle chewing gum and give it a name and a label. He offered to take it out on one of his trips (he was a salesman in wholesale tailors' trimmings and traveled as far west as the Mississippi). They decided on the name of Adams New York No. 1. It was made of pure chicle gum without any flavor. It was made in little penny sticks and wrapped in various colored tissue papers. The retail value of the box, I believe, was one dollar. On the cover of the box was a picture of City Hall, New York, in color."

In 1888, Thomas Adams' chewing gum called Tutti-Frutti became the first gum to be sold in a vending machine. The machines were located in a New York City subway

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Directors Message continued

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water, drove a beautiful 1962 Lincoln convertible Maroon with white interior. Don is a possible new region member.

Our last car show for 2005 will be at Coon Rapids Lincoln & Mercury in Coon Rapids, MN, Saturday, October 1st, 10:00 AM to 3:00 PM. Mike Hannan has invited us back again to his dealership in Coon Rapids. Last year the weather was just fantastic for the middle of October and we hope for another nice day. This might be the last time you can get your Lincoln out for a Saturday cruise, so please plan on trying to make it to Coon Rapids.

Remember to RSVP to Roger Wothe, if you are planning on attending our ANNUAL NORTH STAR PICNIC.

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

Ford Ends LS Production..

Ford Motor Co. notified workers at the Wixom Assembly Plant on Monday that production of the Lincoln LS would end with the 2006 model year next spring or summer, company spokespeople confirmed.

This summer the large, old plant stopped making the Ford Thunderbird coupe, and by this time next year, it looks like it will be making only the Lincoln Town Car and doing a little work on the Ford GT premium sports car.

As Ford's traditional domestic brands have lost market share year after year, the company has found itself losing money on its automotive business and needing to close plants. Wixom has long been seen by analysts as a plant in danger of being closed, presumably when Ford and other locally based

LS Continued...

automakers negotiate a new national contract with the UAW in 2007.

The Town Car may move to a St. Thomas, Ontario, factory that produces Ford Crown Victoria and Mercury Grand Marquis cars. All three cars are made on the same platform, or basic mechanical design. Ford spokeswoman Anne Marie Gattari said the automaker had nothing further to announce about the future of the Wixom factory, which opened in 1957.

LS never struck a chord with consumers, who saw it as neither sporty enough nor luxurious enough to compete with BMWs or other premium brands, said Karl Brauer, editor in chief of consumer Web site Edmunds.com.

"There was always a question of what exactly the car was supposed to be," he said. "It never seemed to have a real strong identity one way or the other." Sales last year fell 20% to 28,000, and sales are down 18% so far this year despite, swelling incentives.

"That's painful," Brauer said. "The car never did as well as it should have." Lincoln spokeswoman Lydia Cisaruk said the brand's lineup has been well served by the LS.

"It's helped bring a lot of new and younger customers to Lincoln," since its introduction in 1999, she said. Starting with this model year, Lincoln will have a new car model at the low end of its range. The Zephyr, made in Mexico, will start under \$30,000. Fully loaded, it will run up to \$35,575.

Zephyr is fundamentally similar to the Ford Fusion and Mercury Milan sedans, which are also made in Hermosillo, Mexico.

Automobile Memories From The Fifties....

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station.*

In 1899, Dentyne gum was created by New York druggist Franklin V. Canning.

In 1906, Frank Fleer invented the first bubble gum called Blibber-Blubber gum. However, the bubble blowing chew was never sold.



In 1914, Wrigley Doublemint brand was created. William Wrigley, Jr. and Henry Fleer were responsible for adding the popular mint and fruit extracts to a chiclé chewing gum.

In 1928, an employee of the Frank H. Fleer Company, Walter Diemer invented the successful pink colored Double Bubble, bubble gum.

From the Internet...

Last month, we talked a bit about how new cars were introduced in the '40s and '50's. Jim Jacobsen sent us his remembrances from that period when he was growing up on a farm near Plentywood, Montana. If any of our readers have similar recollections, we would appreciate hearing of them.

My Grandpa had a 1953 gold Buick Roadmaster that we thought was a real privilege to ride in. I was ten in 1954 and we lived on our farm in East Montana and I sure watched when the cars came out. In 1956, a friend and I went around to the dealerships in Plentywood and got all the brochures. I talked with that guy lately and we both wished we still had all those brochures.

Back then we had a "music man" type guy come through the area, teaching accordion lessons and he drove Lincolns. He really couldn't play himself, but had some method of teaching and connections with a music company that supplied accordions and sheet music.

My two sisters took lessons, along with many other school age children around the country, which provided the "music man" with a billfold full of currency. With cash being as good as money, he traded Lincolns often.

The "Music Man" would schedule Sunday afternoon concerts in municipal parks in small towns like Grenora and Crosby, he liked to drink a little and in announcing songs would say things like "asel blopen tine", instead of apple blos-

som time. The public there generally liked the guy as people liked to have their kids learn some music and participate in those concerts, etc.

He had a 1955 Lincoln and one Saturday he was going into Williston with a car load of accordion kids. He came back later with a 1956 Lincoln Coupe, pink with ivory top, just a gorgeous car. The guys wife eventually ditched him and he then settled in Williston in some South Main street greasy spoon, where he continued to teach accordion in the back room. His billfold was still full of currency, and by then he was driving a 1957 Lincoln sedan.

My Dad had a 57 red and white Ford station wagon, I thought all 57s were just euphoria... Dad succumbed to the Lincoln thing though and bought a 1958 Premier 4 door, which I occasionally got to drive. We had a friend who had a turquoise 57 Chevy convertible, and we -I- got to drive that one fourth of July as we went to Medora.

Cars since the Fifties have never quite been the same. Those were gorgeous cars. 60s slab siders were the exception. I have a 1956 Coupe DeVille in running condition. I have a 64 Continental too, and a 1948 Continental Convertible, all running good.

Our thanks to Jim for telling us about his "early" days in Montana. Please considering sharing some of your memories about your experiences with cars in the '40's, '50's and '60's. Write or email today. Let's hear from you soon.

Lincoln and Mercury Thrive on Economy, in 1951 and in 2005...

Les Viland, who drove a 1951 Lincoln to victory in the Mobilgas Economy Run, and Bill Stroppe, whose Mercury won the race in its price class, have become a couple of authorities on how to squeeze extra miles out of a gallon of gas. They should know. In last year's run, Stroppe was the grand winner with a Mercury. This year, Viland hung up a new mileage record for the fifteen-year-old test. The two of them have found out plenty about how the average driver can save gas and be good to his car at the same time.

The Mobilgas Economy Run, to begin with, is famous as a mileage test. The course runs 840 zigzag miles from Los Angeles to the south rim of the Grand Canyon, during which the roadbed ranges from 280 feet below sea level to nearly a mile and half above it. Temperatures go from below freezing to 95 above zero. The highway is smooth in some places, rocky in others. There is city traffic to contend with, as well as steep grades and mountain curves.

Moreover, the test is rigidly controlled. Officials of the American Automobile Association ride with each contestant to see that all the rules are observed. Speed laws are enforced en route. The course itself was laid out with a view to duplicating a full year's quota of temperature, weather and elevation thankless in two days of driving.

One of the most important controls is the way cars are selected for the race. Some weeks before March 6, the day the race started, AAA men began impounding cars of all current makes. They were taken from stock inventory and at random. Some were tagged at the assembly line, some came from dealers' showrooms, some were yanked off haulaways in transit to dealers, some were borrowed from new-car buyers. The AAA kept them under guard until the start of the race.

As an example of the strict fairness with which this race is run, the AAA took the winning Lincoln and tore it apart after the event to satisfy itself and other competitors that the car had no "gimmicks" that would give it an advantage not shared by the other contestants.

Viland and Stroppe had their headaches. Knowing

that the cars of two competitors had their rear axle housing smashed by rocks in Death Valley during trial runs, they had to worry about the road. Bad visibility at the start caused Viland to arrive in Las Vegas at 5:30 P.M. in the midst of heavy traffic, which drained, gas as well as time. Bill Stroppe lost eight minutes behind two trucks on a steep grade at Ashfork, Arizona. There were other time-consuming headaches: a wreck in the road, a fumbling gas station attendant during refueling, a dog ambling across the road.

Despite the unpredictable problems, the Lincoln achieved 66.484 ton-miles per gallon. The Mercury had 59.868 ton-miles per gallon. This came out to nearly twenty-five and a half miles a gallon for the Lincoln, nearly twenty-six miles a gallon for the Mercury. Having accomplished these remarkable results in cars of the luxury class, Viland and Stroppe are in a position to give the average driver some advice.

Here is a listing of some points they consider of prime importance:

1. Drive relaxed, with the seat properly adjusted. Any unnecessary tension uses extra gas.
2. Don't grab the wheel. Just let it "float." This reduces bind on tires.
3. Go slowly at the beginning of a day's driving. It gives the automatic choke a chance to reduce the richer mixture and allows the transmission grease to warm up.
4. Make turns smoothly. This saves wear and tear.
5. If you have the choice of two lanes, one cement, the other asphalt, use cement. It lowers the rolling friction.
6. Keep oil level at proper point. If it is too high, there's drag in the engine. If too little, not enough lubrication.
7. Stop as gradually as possible.
8. Use overdrive. It's a great gas and car saver.

This article originally published in one of the motor magazines in 1951 and now comes to us from the archives of Francis Kalvoda. If driven somewhat carefully, today's Grand Marquis and Town Cars will give equally or better mileage, and with considerably more comfort.

While the '51's are fun to drive on occasion, just think of the safety and comfort options that we enjoy in our present day Mercury's and Lincolns.

Northstar LCOC LaCrosse Tour.....

Saturday morning, August 13th was the date of the Northstar tour to LaCrosse/Onalaska to visit Harry Dahl's Lincoln Mercury dealership.

Beginning at the Point Restaurant, just North of Hastings, at 8:30 AM, members indulged in some great "gas-food" before hitting the road around 9:30 AM. The weather was great, with fairly mild summer temperatures predicted for the day and absolutely no prospects for rain. Dennis Childs, from Welch, met us with his 1960 Continental Mark V convertible, with the top down, no less



Dennis Child's 1960 Continental

The caravan proceeded down highway 61, which follows the Mississippi river, and we went through the river towns of Red Wing, Lake City, Wabasha and stopping for some stretching and a few gallons of gas for some of the thirstier Lincolns in Winona. It was a great sight to see, Lincolns from the '40's through the more recent models, nicely spaced, traveling Southward toward LaCrosse. There were a lot of "thumbs up" from our fellow motorists on the road that day.

We arrived at Dahl Lincoln Mercury about noon. There was plenty of parking reserved for Northstar club members. Also joining us were other Ford and Mercury owners from the LaCrosse/Onalaska area. There were some great examples of these other brands on display. A 1954 Ford two door hardtop, with a glass top and a partial glass hood caught everyone's eye. Made for dealer showroom use, to display the new "Y-block" V8, a few wound up out in the garages of private individuals.

Harry Dahl treated club members to a fine roasted chicken lunch, complete with all the extras. First class all the way. There was even a big tent to shield us from the sunny day while dining.



Great Looking Very Rare 1954 Ford Glass Top



Lincolns, Lincolns, Lincolns New and Old on Display



Bob Johnson with Harry Dahl, Dahl Lincoln - Mercury

After lunch, Bob Johnson presented our host, Harry Dahl with a memento of our visit, National and Regional LCOC license plates mounted on a wood plaque.

Harry then invited us to see his car collection housed in a warehouse in downtown LaCrosse. There are a number

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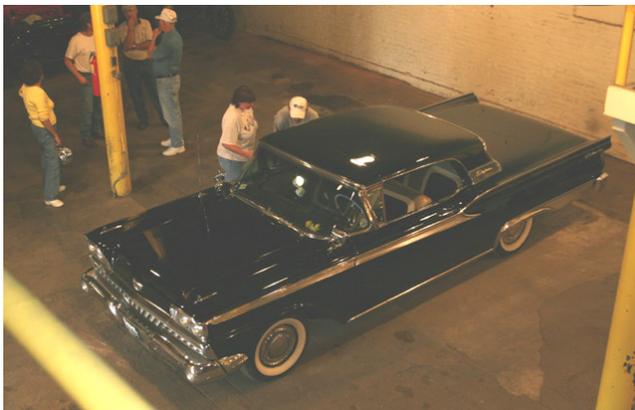
LaCrosse Tour Continued....

(Continued from page 10)

of first generation T-Birds, and a variety of Fords from the very old brass era models to some newer '60's models.



Highlights of the collection include a very beautiful '55 Crown Victoria (above) (and T-Bird which were at the store, and a Skyliner (retractable) hardtop (below) which look as though they are fresh from the factory. Thanks to the efforts of his chief restorer, Don Stittmater.



The quality of Don's work is breathtaking. One look at the finished product and you just have to say that Ford never built them that nice.

The club wants to thank Harry and his staff for their warm welcome and gracious hospitality extended to us during our visit. It was a day to remember for the great weather, the pleasant drive along the river and opportunity to visit with old friends and to make some new ones.

We all look forward to visiting LaCrosse again in another year or two, perhaps an overnight trip.

Downtown St. Paul....

Saturday, August 20th, saw the Northstar LCOC make their annual pilgrimage to Kellogg Boulevard in downtown St. Paul. The weather cooperated with a somewhat cool, rain free afternoon and evening. The perfect day for visiting with other club members. While not as well attended as in prior years, we managed to have about 13 of our fine looking Lincolns on display.



Bob Jensen telling Bob Johnson about his new vinyl top he just installed on his Lincoln.

Kellogg brings out interesting cars and interesting owners. However, a fully restored Zephyr or Continental V12 will draw a crowd every time. Our cars are like magnets, people just have to walk over to them and stare at the fine lines.



The styling of our Lincolns possesses a certain timeless quality. A virtue that continues to make our Lincolns looking fresh and unique, no matter how old they actually are. Nothing cheap or ostentatious, just some of the best design work by the nation's best designers and of course, first class materials both inside and outside the car.

Stuff for Sale....

WANTED
1952 - 1954
LINCOLN CAPRI
CONVERTIBLE

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

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



Reluctantly Willing to Sell

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



For Sale - 1994 Mark VIII

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

Great Lincolns Now For Sale...

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

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

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

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOOC 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 LCOOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

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

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

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

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



"41 Continental Coupe with V-12, three speed with overdrive. Recent updates include bumper to bumper rewiring, new master and wheel cylinders, rebuilt sub-frame front and rear, gas tank removed, cleaned and lined, new clutch and rebuild tranny, rebuilt carburetor, new ignition wiring harness, rebuilt water pumps (modern parts), rebuilt coil (modern parts), hi-pressure oil pump, proper oil bath air cleaner. new upper radiator hoses and thermostats plus more. Have all the body side moldings and an extra V-12 block goes with car plus many other items. (Two '41s and a wife don't all fit under the same roof). Asking \$16,000.
Call Bob Bjorndahl at 651-429-6042



For Sale:

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

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

WANTED

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

WANTED

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

Contact Harvey Oberg at 651-739-9754

FOR SALE

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

150 - LINCOLNS - 150

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

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

Please call Gordy Jensen at 952-851-2721 or Gary Arneson at 612-781-5148

One of the Best.... Now for sale.

1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking \$8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.

Call Tom Brace at 651-644-1716

Preview of Coming Attractions

The following include scheduled club events

September **Northstar Annual Picnic, Roger Wothe's, Sunday, September 11th.**
LCOC Western National Meet, September 21-25th Sacramento, CA.
Sept 4th. 38th Annual Twin City Collectors Car Show and Swap Meet. 8:00AM to 3:00PM Aquatore Park, Blaine, MN. Show Cars \$8.00.
Sept 10th. Wheels and Wings, Osceola, WI 8:00AM to 4:00PM.
Sept 17th. Bennett's Classic Car Show & Cruise, Burnsville, MN 11:00AM to 2:00PM Bennett Lumber, CoRd 42 & Burnsville Parkway - Burnsville, Minnesota
Free show with food and prizes.

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

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

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

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

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

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

Welcome New Members:

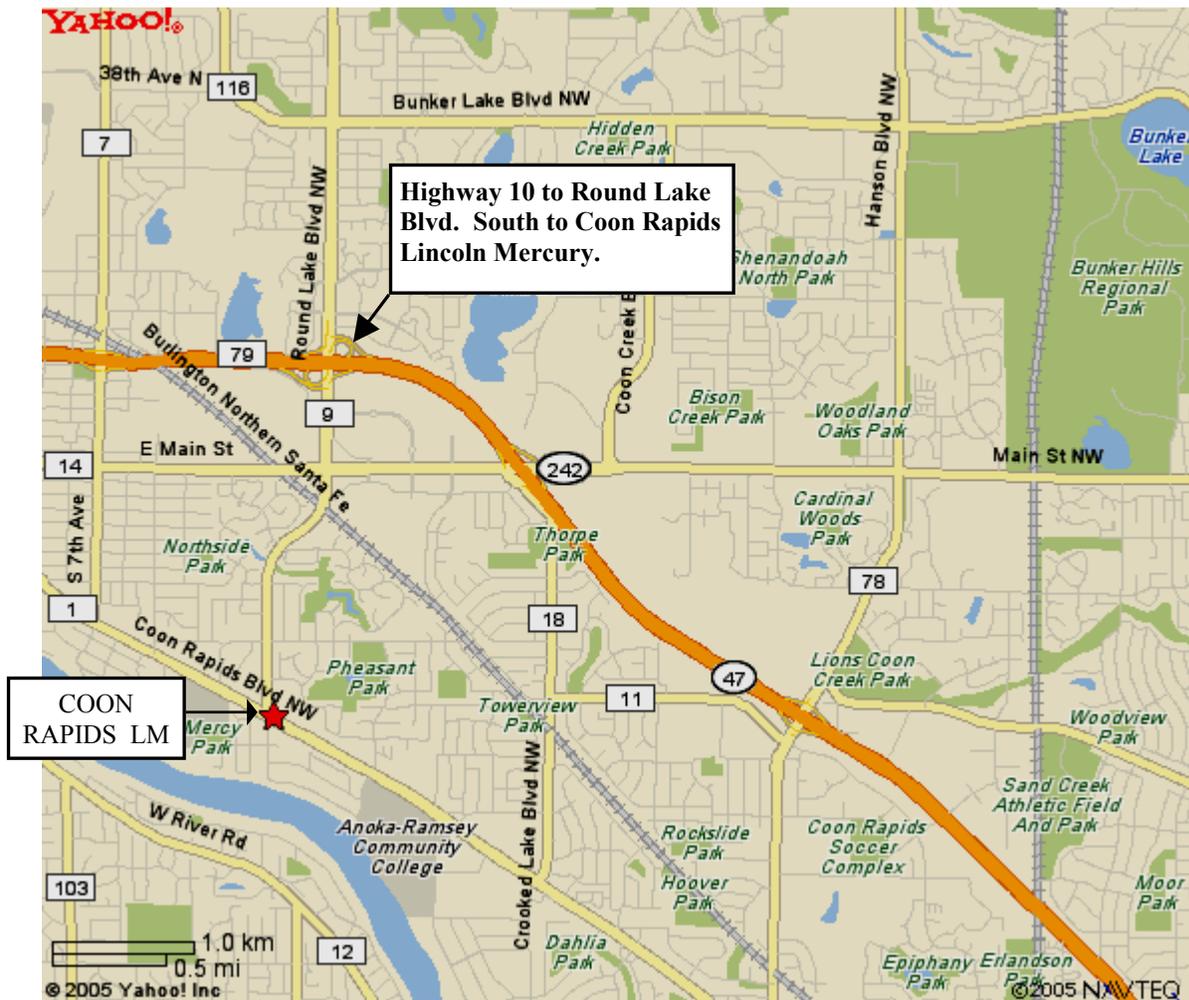
Nick and Sue Duerkop, Houston, Minnesota, owners of a 1990 Mark VII and a 1952 Capri 2Dr Hardtop

Bob and Kathy Steiger, LaCrosse, Wisconsin, who own a Mark VIII and a 2003 Town Car.

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

FALL LINCOLN SHOW, SATURDAY, OCTOBER 1, 2004

Coon Rapids Lincoln Mercury

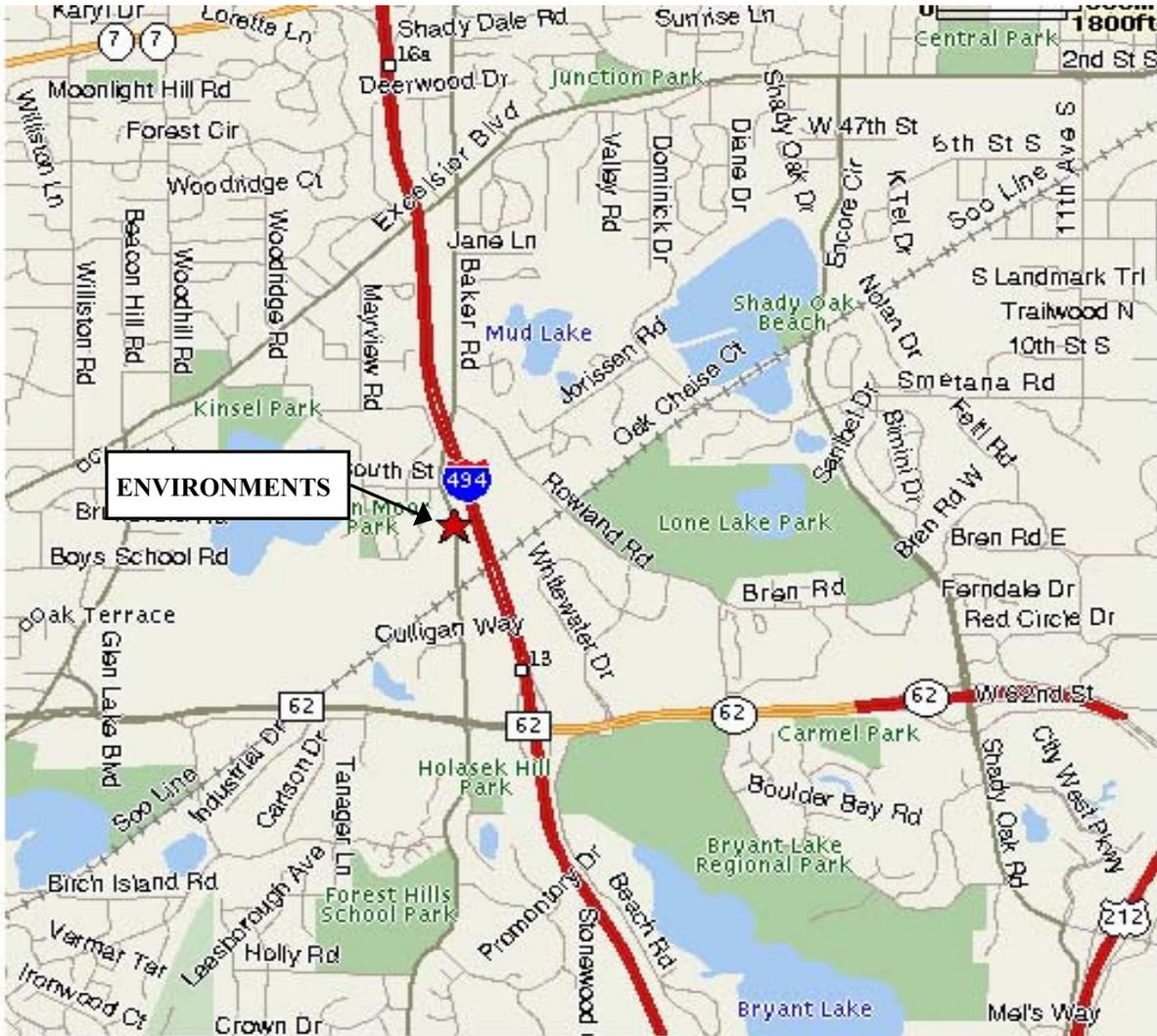


Getting There: Take Highway 10 (also shown as 47) Northwest to Round Lake Blvd NW. South on Round Lake Blvd to Coon Rapids Blvd NW. Car Show is on the Northeast corner of Round Lake Blvd and Coon Rapids Blvd.

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 those Lincolns 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 11, 2005.

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(or email:rwothe@mchsi.com) **NO LATER** than September 6th. RSVP's are required.

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.