

NORTHSTAR NEWS

My Pride and Joy



Jon Cumpton's 1967 Continental Convertible

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.

Our Artic White 1967 Lincoln Continental convertible has been part of our family for 38 years. In 1974, my parents lived in Fairfield County Connecticut. My father was looking for a car for my mother to use at a new house they had purchased in Boca Raton, Florida. He answered an ad in a local newspaper for a 1967 Lincoln that only had about 39,000 miles on it.

When he arrived at the owner's house he discovered that they had purchased the car from the original owner in California a short time before. They had been on vacation on the West Coast, and had just brought the car back with them. Apparently, they had buyers' remorse, or had

some other reason to get rid of the car. When they made a deal with my father to purchase the car, they still had the California title.

The car was originally purchased from Foothill Motors in Pasadena, California. The purchaser traded in a 1964 Lincoln Continental sedan. Of course, the car had California emissions equipment, AM radio, tinted glass, and automatic temperature control. This last option alone cost \$523, and the car stickered out at \$7502. The dealer also changed from the AM radio to the Stereosonic tape player and AM radio combination. Yes, tape players in 1967 were of the eight track

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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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variety!

My father also gave the car to my mother as an anniversary gift – he always needed several excuses when he got the urge to buy a car. My mother loved convertibles. Previously, she had a 1949 Cadillac and 1955 Plymouth Belvedere. I know she wasn't a Lincoln lover since Dad had a 1958 sedan. It caught fire once when she drove it to meet him for dinner in New York City!

After Dad purchased the car for \$2,700, he found a dashboard nameplate in the glove compartment identifying the original owner's wife (it's still in there today.) From the documentation with the car, he determined that although the car had been bought in Pasadena, it spent some of its life in Malibu. The Malibu window sticker is still on the windshield today.

Before my mother drove the car to Florida to its new home that fall, I had the opportunity to drive the car for the first time. I remember I used it



Jon Cumpton's 1967 Continental Convertible

to take a girl on a date to go skiing. I remember we had no trouble transporting her skis flat across the back seat.

My next encounter with the car was on my honeymoon in 1975, which my first wife and I spent alone at my parents' house. Before we left on that trip, my father warned me that he was having some trouble with the starter. He also told me that there

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Trivia from the Internet



William Clay Ford
Father of the Mark II

William Clay Ford, Sr. (born March 14, 1925) was one of four children of Edsel Ford and last living grandchild of Henry Ford.

Ford was in the U.S. Navy Air Corps during World War II. He married Martha Firestone, the granddaughter of Harvey Firestone and Idabelle Smith Firestone on 21 June 1947. They have four children - Martha, Sheila, Elizabeth, and William Clay Ford, Jr. Ford received a BS in Economics from Yale University in 1949 and was a member of the Psi Upsilon fraternity.

He worked for the Ford Motor Company and was briefly head of the Continental Division. This division

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Editors Message

September 2012

The 2012 Mid America is now just a very pleasant memory. Everything just seemed to fall into place for the Northstar club. In the planning for over two years, it went on with few hitches. We had a very fine representation of Lincolns from the late 1920's through the 1990's, everyone a winner. The food events went well, with enough for everyone, the Thursday driving tour went well, with a

universal expression of sheer enjoyment of the awesome car collection we visited. For those of us who went on the "gangster tour" on Friday, it too was a lot of fun. As a longtime resident of the area, I knew of the St. Paul caves existence, but found the background story very interesting. It was also much fun to

hear of the habitation of St. Paul by some of the most nefarious characters of the 1920's and 1930's, dearly wanted by the police in other parts of the country, given safe haven in St. Paul. The story was played out by a most gifted story teller, played the part of "John Dillenger", and who left us with a lot of colorful history of the "good old days" in St. Paul.

The weather was about as perfect as mid-August in the Twin Cities could be. It was more like September, low humidity and decent temperatures made for a great meet and a perfect Saturday for the judged show. As it was almost next to impossible to

do decent coverage of the meet in time for the September issue, there will be extensive reporting of it in our October Northstar News. We are also happy that the weather was cool enough on Saturday for us to bring Sweet Faithie over to the Park Plaza for a few hours to meet and greet our LCOC members. She got to say hello to many nice people and some old friends, who in turn, got to give her a

few loving pats and watch her tail wag practically non-stop all afternoon. Samoyeds are people dogs and really like to hang out with their human friends. At the end of the day, she went home and jumped up on her favorite chair and had great dreams of a wonderful day.

Please don't

forget that the fun continues for a few more months. We are having our fall Lincoln show up at North Country Ford Lincoln in Coon Rapids on Saturday, September 15. Check out the details on the back page, the weather should be good, and you can spend a few hours visiting with all your friends. For our fall picnic and potluck on Sunday, October 14, we will be returning once again to Morries conference center, in Long Lake. Please join in the fun and come on out. We will enjoy seeing you.

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



Sweet Faithie and her dad went over to Office Max to pick up some cartons of paper to print the September issue of the Northstar News.

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was short lived, and was merged with Lincoln shortly before Ford's public stock offering. He updated the Continental that his father had created, and in 1955 the Continental Mark II was released. It is said there were only 2 pictures on the wall in his office at Ford HQ, his father's Continental, and his updated Mark II



Following is a text of remarks by William Clay Ford, vice-president of Ford Motor Company and general manager of the Special Product Division, before the Lincoln Continental Owners' Club at Greenfield Village, Mich., on Saturday evening, October 16, 1954:

It is a pleasure to have you as our guests tonight during the first national rally of the Lincoln Continental Owners' Club, and it is an honor to be asked to

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It is hard to believe the Bloomington LCOC Mid America National Meet is now done. All members of the North Star Region should be proud of the event we did. Minnesota great and Minnesota nice was displayed for the whole Mid America National Meet held in Bloomington, Minnesota, August 15-19. The Lincolns were the best ever, the people were great, the weather was just right after a scare

on Wednesday night, our hotel, the Park Plaza, was all that we hoped for with terrific service, and food and did I say the people who attended were the finest. Everyone that I talked with was happy and enjoyed all the events and banquets they attended, many wished they had attended the activities they missed after hearing about how great everything was.

This issue of our newsletter will cover just the highlights and a complete write up will be in our October Newsletter. From the cards, emails and phone calls Mary and I have received, everyone really appreciated all the work that went into making this one of the best LCOC National Meets ever. We showed that the North Star Region is the best, did I say "the Best". Well, it is true. Thanks to everyone that worked on this meet, we did ourselves proud because of you.

Our Bloomington meet had 92 Lincolns and 178 LCOC members registered (not all were able to make show). We had many other North Star Region members attend at some time during meet. It was especially nice to have Jack Vanatta visit while he is recovering from cancer and other health issues. Full details of the Mid America will be in our October issue. There just wasn't enough time to put a complete issue together in time to make the September deadline. If you were able to attend, it is time to sit back and enjoy the fine memories you have of those great four days in August.

Our 6th Annual North Star Region, Lincoln Car Show, at Luther North Country, Ford, Lincoln, in Coon Rapids, will be **Saturday, September 15th**, 10:00 AM to 3:00 PM. Remember this is a free car show. Please call any Lincoln owner you know and invite them to bring their Lincoln to this car show.

The annual Region Pot Luck Picnic, Morries, Sunday, October, 14, eat at 12:30 PM., tour Morries Car Collection 10:00 AM to 12:00 PM. **Please RSVP by Monday, October 8th, to Roger Wothe, 952-473-3038 or email rwothe@mchsi.com**, with how many are coming and what item you want to bring to Pot Luck for us to enjoy. **There will be no Auction at this Pot Luck Picnic.** Please show the courtesy to Roger by doing RSVP early, there are certain items we must purchase in advance and your cooperation in needed, as doing RSVP has become very lax in the past.

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

August Northstar Board Meeting

BOARD OF DIRECTORS MEETING

August 2, 2012

Regional Director Bob Johnson called a joint meeting of the Board of Directors and the 2012 LCOC Mid American Meet Planning Committee at Culvers in Maplewood at 5:30 PM. Board Members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesu, Tom Brace, Bob Roth and Jay White. Planning Committee Members present were Tom St. Martin, Faye Oberg, Nan Roth, Brian Carlson, Mary Johnson and Brad Yoho. Roger Wothe arrived later. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed all of the duties required for the Mid America Meet. Everything seems in order. Roger arrived and reported that he had received ninety-four registrations which included seventy-four cars for the show field. He has driven the tour to Morrie's and provided Dave Gustafson with details. There will be a photographer in Excelsior to photograph the parade of Lincolns through town. John Talbourdet is providing the show field layout. Bob Roth reported on the Lincoln plaques to be used on the tables. Mechanical judging will start on Wednesday. A letter with final details will be emailed to all those who have email addresses and the balance will be mailed.

Treasurer Harvey Oberg reported the treasury balance to be \$2,187.47 with all bills paid.

Membership and Publications Director Dave Gustafson reported that were two new members bringing the total to one hundred fifty-seven. Please send him more "My Pride and Joy" articles.

Activities Director Jay White reported that the activities are set for the remainder of the year. He has visited with Vescio's for a possible noon luncheon in November. He also discussed a 2013 road trip to the House on the Rock, Antique Airport and Jack Fletcher's. September 15 will be the Sixth Annual North Star Show at Luther North Country Ford, Lincoln in Coon Rapids.

Nominations: The terms of Board Members Harvey Oberg, Dave Gustafson and Tom Brace will expire at the end of 2012. All three have been nominated and agreed to run again. Please send all additional nominations to Secretary Roger Wothe by November 1.

There being no further business, the meeting was adjourned at 6:50 PM. The next Board Meeting will be Thursday, September 6, at 7:00 PM at Culver's in Maplewood. ***(Note: Due to planned absence of board members, the meeting is rescheduled for Thursday, September 13, at 7:00)***

Respectfully submitted by Secretary Roger Wothe.

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talk to you on a subject in which we have a strong mutual interest.

Your chairman, Mr. Elliston Bell, has suggested that I make a few personal references to the Lincoln Continental, since I witnessed its creation under the direction of my father and its acceptance by the public.

The Continental was one automobile about which there seems to have been a minimum of controversy from the standpoint of styling. It seems to be generally regarded, even today, as a classic example of modern automotive design. This is due, in large measure, to your organization and its enthusiasm. Anyone who may have had any doubts on this score should have been here at the Village today to see your rally, because it was the most convincing evidence I have ever seen that the Continental, originated in 1939, is still modern and good-looking, and still has a large fol-

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More Pride and Joy

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lowing.

I discovered at an early age — 14 to be exact — that the Continental was to be a hit. My father had the first hand-made prototype on vacation in Florida, and I drove it around town. I attracted attention wherever it was seen. In fact, my father had orders from 200 persons by the time we returned to Detroit, and it was then that he decided to place it in production.

Many people have asked why Ford Motor Company has not built the Continental since 1948. Postwar economic circumstances and our Company's vast re-organization plan made it advisable for us to suspend production of this custom-type automobile and concentrate on products that were more adaptable to mass-production techniques.

With the question of why we suspended production goes the logical question of whether we plan to resume production

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was the head of a golf club driver in the glove compartment. He advised me that if starter would not turn over to use that golf club to give the starter a whack. Sure enough, there were several times when the car would not start. Nevertheless, the golf club worked like a charm. At the time, it did not occur to me why a successful businessman with two houses couldn't see his way to replace the starter on my mother's car. I bet my mother never had to use the golf club maneuver!

The car spent the next 10 years at my parent's house in Florida. When my mother died in 1985, my father asked me if I would like to have the car. Somewhat to his surprise, I said yes. That spring my father drove the car from Florida to Chicago where I lived with my family. As we began driving I realized that the car had quite a few minor needs. It would take time before I realized that cars built in this era frequently had needs.

In 1987 I discovered Ron Baker and Baker's Auto in Connecticut. After talking to Ron by telephone, we drove the car from Chicago to Connecticut to leave it at Ron's shop that winter. They fixed a whole laundry list of mechanical issues, and installed one of their stainless steel exhaust systems, which still is underneath the car. The following spring we drove the car back home to Chicago. For the next three years while we lived in an apartment, the Lincoln lived in various parking structures in the city.

In 1990, we moved to the suburb of Barrington, Illinois, and the con-

vertible was now squeezed in a two-car garage with my 1988 Mark VII LSC. Since I was still very involved in my professional career, the mechanical care of the car became the responsibility of our friendly local corner Shell station. Our use of the car was limited to occasional summer drives. By 1997, maintenance of the car was becoming somewhat of a financial burden, and my father gave me the blessing to sell the car if I needed to. Then my father, who was ever resourceful, convinced my sister that she needed a car to keep at her second home in Santa Fe, New Mexico. Before that transfer took place it became clear that the Lincoln needed another restoration experience. So it got a new top and leather interior from Baker's auto, in addition to another laundry list of mechanical fixes.

In the spring of 1998, my sister and I undertook the adventure of driving the car from Chicago to Santa Fe. The trip was uneventful, and the car spent the next five years primarily parked in the garage of my sister's vacation house. One of her daughters learned to drive with it one summer.

I remember a visit I made there in 2000 when my sister was not there. I noticed a peculiar stain running up the garage door. Upon further investigation, I realize that the transmission fluid had run out of the car, across the floor and had wicked up the door. Nothing else happened with the car until 2003. By that time my sister was thoroughly disillusioned by the Lincoln owning experience and was ready to stick a sign on the car saying "Free to Good Home".

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Pride and Joy

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I was ready to never see the car again, but had thoughts of remorse. I told Connie that if she had the transmission overhauled, I would have the car transported to me, now living in Wisconsin. So in August of 2003 the transporter arrived and the car was back in my hands. I was glad to see the old girl again.

Since I was now retired I had more time to care for the car's needs. The car was in surprisingly good shape probably because it had been living in a nice dry climate for several years. I dealt with some brake issues, a leaky exhaust manifold and made the switch to radial tires. Once again the Lincoln was back on the road. In 2007, shortly before my daughter's wedding, a power steering line blew. Again the car sat while other projects loomed. The car was back in storage until last year, when my other favorite car, my Morgan +8 was totaled in an accident. While I was recovering from that accident, I realized that there were several car projects I needed to get to work on. First up was the Lincoln. This winter we fixed the power steering, replaced the timing gears and water pump, and added some new belts and hoses. With the mild winter we were experiencing, the Lincoln was back on the road in January of this year.

Over its life our Lincoln has been from one coast to the other, and has spent much of its life in the Midwest in my care. Every time I go out in the garage and see it, I am struck by what a beautiful car it is. It still only has about 83,000 miles on it, and is essentially an original car – and it's priceless to me.

We have designed

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of such a car. Ever since 1948, the steady volume of mail received by our Company, asking if the car would be revived, is one indication that interest has been sustained.

There has been some speculation in the press about the possibility of our building a new version of the Continental. Ford Motor Company has not been in a position to confirm or deny these reports, because the planning and manufacture of an automobile involves many problems and a lot of time – and there is always a chance that a specialized project such as this might be postponed or suspended even after it has gained a lot of momentum.

However, we have now reached the point where we can say definitely for the first time what our plans are. On the assumption that you are interested in any discussion of the Continental, I can think of no more appropriate audience before which to make our first official announcement.

MKZ Succeeds

Driven by sales of the MKZ mid-size premium sedan and the MKZ Hybrid, Lincoln delivered a 16 percent gain in U.S. sales in February versus a year ago.

“Fuel economy really shaped the month – even among luxury customers,” said Kevin Cour, Lincoln Sales and Service Operations Manager. “The Lincoln MKZ Hybrid, for example, surged in popularity in cities hardest hit by rising fuel prices in February.” Sales of the Lincoln MKZ Hybrid grew especially in Los Angeles, San Francisco and Seattle in February. Each of these markets has seen at least a 13 percent increase in gas prices during the past month, and even luxury buyers are starting to notice. In Los Angeles, for example, the driver of a Lincoln MKZ Hybrid who travels 1,000 miles a month could save more than \$1,000 a year compared to a regular gasoline-powered midsize luxury sedan at current gas prices of \$4.37 a gallon.

“People want the freedom to spend their discretionary income on the products and services they truly want and value – not be a slave to the gas pump,” Cour said.

MKZ also saw solid gains in Boston as well as New York, which has seen gas prices rise about 20 cents per gallon during the past month. MKZ sales are up 62 percent year over year in Boston and up 11 percent year over year in New York.

Lincoln MKZ, which received the Entry Premium Car award (in a tie), has received an award in its segment for the last four years (winning as the Zephyr in 2009). Lincoln will have seven new or significantly freshened Lincoln products by 2015 – including the all-new Lincoln MKZ premium midsize sedan.

Why Lloyd Pearson Goes On Winning

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a new Continental, and have a new plant under construction for its exclusive manufacture. In disclosing this fact, I regret that I am not at liberty to discuss the new car in great detail. Yet, there are some things which I can discuss, and which you might like to hear.

The new Continental is being planned for public introduction sometime in 1955. It will not be produced in large volume. It will be as near a custom-built automobile as our techniques and resources will permit. Every car will be manufactured with utmost care and precision in an effort to achieve our aim of offering the public the finest automobile on the road.

To insure this result, our Company has invested several million dollars in the Continental program, and we intend to make certain that it will have been a wise investment.

The Special Product Division has been established with the responsibility of designing, engineer-

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A few days ago, Bob Johnson was going through some back issues of Continental Comments and came across this delightful article that talks a bit about their love of V12's and their trips to the national meets in the early days of the club. This particular article is from the fourth quarter of 1986. Much of it still applies today.

For longer than most members can remember, Lloyd Pear-

son's burgundy 1940 Lincoln Continental Cabriolet has been winning top awards at National LCOC meets. In 1985, it was the first car to win the prestigious Elliston Bell Founder's Trophy at Indianapolis. Again in 1986 the car captured the Bell Trophy at Camp Hill, Pennsylvania. What's so amazing is that this incredible car is never trailered to meets. Pearson, a Minneapolis orthodontist and noted author in his field, thinks nothing of driving the car 600 miles or more to capture his awards. Now here's the story of the car in Lloyd's own words, as told in an interview at Camp Hill.

"I found the car in Foreman, North Dakota. I put an ad in the Minneapolis paper in 1970 saying I wanted a 1940 or 1941 Lincoln Continental. Five days later, Rudy Rathert from Foreman called me and said, 'I've got one out in the shed.' (He also had a '30 Packard roadster.) These Kafka brothers in

Milwaukee are relatives, and he knew what he had. I took my wife's Buick and a tow bar and went out and got it. It took all day to get it out of the shed. Two dead chickens under the hood, leaded in rear fenders, pea green color, '41 grille in it. The car was rusty but it was



Lloyd and June Pearson, circa 1986

complete and it had never been converted. It had the two speed rear end, and the oil bath air filter which

is a rare thing. It had never been rebuilt. It had two gas tanks in it. One on top of the other with an extra hole in the back so that he had a 42 gallon gas capacity. He had owned it since the Forties, and during World War II he drove it on the plains of North Dakota, so with the two gas tanks, he had quite a range.

"So I towed it home, and we took it right down to the frame and we sandblasted the frame, replaced the fenders, rebuilt the engine. Lee Walgren at Reliable Upholstery in Newark, Ohio did the upholstery. They were very good on authenticity, and at that point I didn't know how to do it. So I wrote to everybody to ask questions. We showed it first in '71, so I worked 1 1/2 years on it. I had a lot of help. I did some of the detailing and things that I could do. Gopher Motor rebuilt the engine. We've now driven it 34,800 miles

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Touring with Lloyd and June Pearson

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ing, manufacturing and distributing the new Continental. Because of my personal interest in the former Continental, it is indeed a privilege to head up this organization, the name of which will be changed to the Continental Division of Ford Motor Company.

You may note that the word "Lincoln" has been dropped as a prefix, because the new Continental will be built by this new division of the Company, and not by the division which builds Lincolns. It will be an entirely separate line, designed as the ultimate in modern motoring.

Our whole styling program has been based on consideration for the honesty of line, functionalism and overall design of the Lincoln Continental. We have made several studies in an attempt to analyze the features that made this car what it is, and we have applied the same principles of styl-

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and it was a 100-pointer in the Grand Classic in 1986. In the Lincoln meets, they judge them a lot harder and it's never gotten 100 points. But it's won a lot of things over the years.

"This is our 16th National Eastern Meet consecutively. And we have entered it in competition every time, and we've driven it every time, too.



HOW DOES HE DO IT?

"Well, on the way home, my wife, June, sits with her notebook. Also, I talk to the judges and I ask them what to do. Last year we went home and we made a list of 29 things to do. This year we replaced the step sills, we had some plating done, we had the paint touched up, we painted some of the bumper braces. Of course, one problem is getting stone pits on the highway. So I tape the stainless in front of the rear fenders. There's a bug screen that goes in front of the radiator. Then I have a strip in front of the top that covers about the front three inches of the top, then I take it off the last 100 miles so I get a little evenness in the top. We have so many bugs here. I have the top replaced every five or six years. Then, sometimes when I get home, I have the oil tested. I send it in to NAPA

to have an oil analysis done to see if there is any breakdown in the engine. It doesn't cost much. It's a good thing to do. I change the oil often, every 500 miles if it's convenient. I drove out here, 1110 miles, didn't add any oil. Then I drained it hot, put a new filter and new oil in, so now I'm ready for the trip back home. I use Havoline 10-40 detergent. I've used that same oil ever since the engine was rebuilt. We change anti-freeze once a year, and we use anti-freeze with distilled water. It looks real nice when we take it out, and we still have the same heads on—and that's 15 years now! Everybody says these things eat, you know. But I think the distilled water helps a lot. I know the Mercedes engineers say that tap water is better than distilled water. But I've been pleased with the distilled water. I replaced the battery this year. But, you know, there's always things like that.

PEARSON'S OTHER CARS.

"I have a '39 Lincoln Zephyr three-window coupe that is burgundy red with a tan interior, and it is a very nice car. I have a '41 Lincoln Continental Coupe that I got from Don Knopp in California. That's a straight Palm Desert car. And three's enough.

"But we have a great time driving the '40 to the meets. I always cover it at night on trips and I don't park it next to other cars. People are very respectful of it. I've been in some tough areas and surrounded by characters, but I've never had it vandalized or any-

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Touring continued...

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ing to the new Continental. We believe it will be recognizable as a very modern version of the Continental.



We have been reassured on this score by your Chairman, with whom we discussed Continental styling some time ago. When he saw some preliminary designs, he told us he was sure they would appeal to the most discriminating Continental owner.

We hope you will be as pleased with the final product when you see it on the road next year.

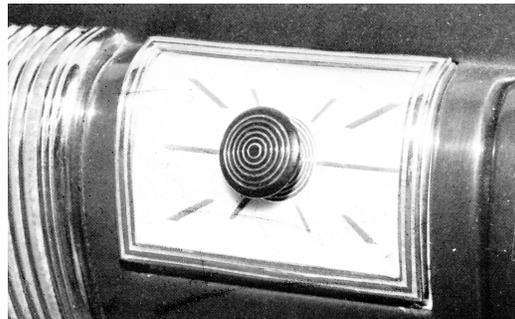
Thank you very much. William C. Ford

From the internet and the Continental Comments, Issue 177.

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thing like that. I've been very fortunate. But I'm very friendly to people, too. And the bigger they are the friendlier I am. The only trouble we've had in driving to these many Eastern meets, we split a rim once on the Pennsylvania Turnpike. Then we had a stone chip in the windshield once. I have turn signals that come off for the judging. I also have a hidden electric fuel pump. They all know I have it; they're trying to find it.

"I'd like to point out the ashtray face plate as just one little item. You know we made that out of a plastic used in dentistry. Then I had an artist paint it.



Now the instruments are pretty much original. Johnny Moglea in New York made all the plastic for me. He made the steering wheel. It's injection molded. This wheel is now 14-15 years old and there are no cracks or bubbles. He's a wonderful craftsman. Another key guy is Scott Arnstrom who does the painting for us, and he's a real artist. I buy the paint from Ed Spagnola, and Scott can spot in it. I have Ed look at it and he can't tell where it's been spotted in, and he's a paint expert. We painted the trunk lid this year because there was a little cracking by the hinge. So it's an ongoing thing. But, you know, if I didn't show the

car, I'd quit working on it.

"There are some other little things. I have one set of hubcaps for driving, and one set for show. Front only. My daughter made two terrycloth bags and we keep the show hubcaps in them.

HOW HE IS ABLE TO DRIVE IT GREAT DISTANCES.



"With sealed beam headlights, V-12, two-speed rear end, and hydraulic brakes with silicone brake fluid, it really works out well driving it. I don't have to own a trailer and then store that. And we have fun with it. I get about 16 mpg. using the two-speed. I drove once 985 miles in a day. Left Stone Mountain, Georgia in '74, won best of show there, and I went all the way to Elgin, Illinois in one day, only stopping for gas. That was too far and I was too tired. But we usually drive 500 or 600 miles in a day and that's about right. It's very comfortable over that distance in a day. We stop every two hours or so. The car steers beautifully. The lights are good. I put two big reflector lights on the back license plates, too. And I carry flares and flashlights. I've never been to a Western National, but I'm coming. L.D. Arrington and I would like to go together, and bring both our '40 Lincoln Continental Cabriolets."

You May Be Interested in these Items for Sale

I need a new home! I am a 1968 Thunderbird, four door Landau, fully loaded with all the good stuff that was offered in 1968. I have a new A/C compressor, converted to R134A refrigerant, and I now blow nice cold air. I have had three owners and my history is available. I have but traveled by 77,000 miles and most folks say that I am in mint condition. You can have me for around \$8,500 or a good offer close to that. To take me home, Call North Star Member Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

For Sale: **I am really anxious to sell my 1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. **Reduced to \$16,000 or make a good offer.** Call Ted Anderson, 763.561.8143.

For Sale:

1982 Mark VI 2dr with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

For Sale:

1989 Lincoln Town Car, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00 Del at 608.837.5990 **Great car with a Great price**

For Sale:

1981 Mark VI Signature Series. White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

For Sale:

1971 Continental Mark III, white, blue leather interior, clean car. \$2,500obo.
1975 Continental, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

For Sale:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 \$4,900/Best offer will own me.

For Sale:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

1979 Mark V. Car is very nice, 78,000 miles. No rust and has been very well maintained over the years. Has all the usual Mark V options. I really want to sell this fine car. \$3,900 or best offer. Please call Walter Ranua at 763.458.6053.

For Sale

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:

1966 Lincoln four door sedan. 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

I am a nice 1989 Town Car, Signature series, and to make my owner happy, I am in need of a Digital Information Circuit Board and an Actuator for the drivers side door lock. If only someone will come to my aid and make my owner a happy man once again. If you know where these two items might be, please contact Shell Watson, PO Box 451 Buffalo, MN 55313 or phone 763.286.4416 or email: bstoner@cbburnet.com Thanks for your help.

For Sale:

1972 Mark IV \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

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 1969 Continentals. Available Now.

Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Please call 952-412-1266

Preview of Coming Events

September **6th Annual North Star Region, Lincoln Car Show, Luther North Country,** Ford, Lincoln , Coon Rapids, Saturday, September 15th, 10:00 AM to 3:00 PM
Western National Meet, Concord CA, September 26-30
Wild Rice Car Show, McGregor, MN. September 1, 2012. 8:00AM to 1:00PM
Grand Timber, Hwy 210 and Hwy 65, McGregor, MN Free for show only. \$10
Registration fee for prizes.

October **Annual Region Pot Luck Picnic and Auction,** Morries, Sunday, October 14st
Tour Morries Car Collection 10:00 AM to 12:00 PM. Dine at 12:30PM
Please RSVP by Monday, October 8th, to Roger Wothe, 952-473-3038 or email
rwothe@mchsi.com, with how many are coming and what item you want to bring to Pot
Luck for us to enjoy. **There will be no Auction at this Pot Luck Picnic.** If you plan to
attend, please RSVP early, as there are items that the club will be purchasing in advance
for the picnic.

November Wrap up 2012 with our end of year brunch. We will review 2012 and take a peek
at 2013.

December No club events scheduled for December.

January We will kick off 2013 with a Sunday brunch. Details to follow.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS 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.

North Star Activities

FALL LINCOLN SHOW, SATURDAY, September 15, 2011

North Country Ford Lincoln

Join us at North Country Ford 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. Unlike last year, we will have great weather and good times for this last car show of the season. Lets do it again this September 15. See and drive all the new Lincoln cars. Best part, we will be served lunch.....

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 99th 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.

FALL NORTHSTAR LCOC PICNIC

Sunday, October 14th, 10:00AM to 3:00PM

Morrie's Conference Center

2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN

Mark your calendars today

Our Annual Region Pot Luck Picnic will be held on **Sunday, October 14th**. Roger Wothe has again made arrangements with Morrie Wagener to again use his training and conference center located slightly West of Long Lake on old Highway 12. *We will be able to view Morrie's Car collection for two hours only, 10:00 AM to 12:00 PM.* Our pot luck picnic lunch will be served about 12:30; PM. Be sure to come early if you want to view Morrie's Car collection. ***Please RSVP to Roger at his home 952-473-3038 or email rwothe@mschi.com, no later than October 8.*** When RSVPing, please let Roger know what you will be bringing for our pot luck, he may have some suggestions on what is needed. It is important that you RSVP as we need an advance count, as there are some items that must be purchased in advance.

Spend a nice Sunday visiting with friends and talking about how nice the summer of 2012 was.