

My Pride and Joy....

A Tale of Two Lincolns.... Is one enough, are two too many? by David Gustafson.

I grew up in the Duluth area, in the 1940's. We lived along the shore of Lake Superior, some 12 miles northeast of the city. It was a relatively rural area, and the vehicles of choice were pretty much Chevrolets and Fords. Most folks were Swedish, Norwegians and a bunch of stubborn Finlanders. Buick's, Oldsmobile's and Mercury's were few and far between. Our next door neighbor, who was a summertime resident, would come up with his family from St. Louis to escape the heat, had a Lincoln Zephyr. It was dark blue, and my father truly admired that car. He would always comment on how smooth and quiet the V12 was, and how Jack Mueller could make that long drive in one day because the car was so fast and comfortable.

During the summer of 1949, a new home was under construction slightly west of where we lived. It was rumored that two sisters from the Chicago area were moving to Duluth to open a small store. As building often was slow in rural areas, the home was not completed until late spring of 1950. One day a moving truck appeared and behind it was this very large, expensive looking car. It was a 1950 Lincoln Cosmopolitan four door sedan, dark blue in color, and it looked like nothing else that I had ever seen. It had a one-piece windshield, and those odd looking recessed headlights. It was very quiet, and just seemed to ooze luxury. It also had center opening doors, and a cavernous interior, with room for a small army. It looked like a car you could drive all day long.

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Every Lincoln is photogenic, two make the picture even better.

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 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.

My Pride and Joy Continued...

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For some reason or another, I never remember any other of these series Lincolns from my early childhood. The Lincoln (Greysolon Motors) dealer did not sell very many, and most of the expensive cars sold in the area were Cadillac's (Duluth Motors), Packards (J.S. Sneve and Company), and some Chrysler New Yorkers (Shirley Motors). Strangely, the Chrysler Imperial sold about as well as the Lincolns, as there were very few of these fine cars also. Still, I often thought of that blue Cosmopolitan.

During the summer of 1973, my father spent seven weeks at the Methodist hospital in Rochester. I would go down there every other day to visit him while he was recovering from having his knee joints replaced. One of the many cars in the hospital parking lot on most days I was visiting, was a yellow and black 1950 Cosmopolitan. It was sporting a hospital parking lot sticker, and must have belonged to someone associated with the hospital. Not the best of colors, it was however in very good condition, showing little interior



Admiral Blue and Avon Blue 1951 Cosmopolitans

wear, and about 50K miles on the odometer. It had Minnesota plates, but a California dealer emblem on the trunk lid. Seeing this Lincoln piqued my interest once again in owning one of these land yachts. In the spring of 1979, after acquiring our first older car, I became somewhat addicted to the hobby. I had seen an ad in Old Cars Weekly for a 1951 Cosmo down in Illinois. Black in color, and it didn't look too bad from the picture. I gave the guy a call, and he assured me that it was in decent condition, and had mileage in the 50K range,

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Trivia from the Internet



William C. Norris
1911 - 2006

Bill Norris passed away on August 22 at the age of 95. Educated as an engineer, he went on to become head of the Control Data Corporation, first headquartered in Minneapolis, moving later to Bloomington. While in the employ of the Department of Defense, I had the opportunity to meet Mr. Norris. It is a memory that I have treasured and will continue to do so. Much has been said over the years about CDC, and by all measure, it was one of the best companies you could ever hope to work for. Terrific pay, good benefits and decent treatment of their workforce. Most folks were proud to say they worked for Control Data. Here is a rather condensed story of the firm.

Control Data Corporation, or **CDC**, was one of the pioneering supercomputer firms. For most of the 1960s they built the fastest computers in the world by far, only losing that crown in the 1970s to what was effectively a

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Editors Message September 2006

Once more we scraped the bottom of the literary barrel. As a last resort, I was forced to subject our readers to the trials and tribulations of our 1951 Lincolns. I hope that you don't mind too much.

While over at Madison, I was able to visit for a while with Doug Dykema, who also owns two 1951 Cosmopolitans. They are really beautiful cars, one is a Convertible, in stunning dark green and the other is a two door sedan, fairly rare, also in Admiral (dark blue) like mine. Doug has put in a lot of hard work and money into the restoration and it shows. Both have won numerous trophies at LCOC meets. It is doubtful that there are finer examples out there anywhere.



Faithie is longing to get behind the wheel of a Lincoln, it would appear that she may be ready to settle for a lawnmower.

The Madison tour really was fun. The Koop Kollection is really unique for the auto's that it contains. Quirky, but fun. It was rumored that Dick has an Edsel on the way, maybe he will eventually acquire one of those funky Nash's too, the ones that converted into a four poster on wheels, or maybe a Packard. What he really needs though is a Trabant, the ever popular car from East Germany. It was really nice of the Koops, Ron DeWoskin, and the Jack Fletchers who

were such hospitable hosts to our club. Car people are great, but these folks go beyond great. We will have a lot of good memories for the cold winter months ahead.

We should have another couple of months of decent driving still ahead. And some fun coming up. Roger's Wayzata Bay Car Show on September 9th, the club picnic on September 24th, the fall all Lincoln car show at Coon Rapids Lincoln Mercury on October 7th, and the brunch at Paradise Landing on Sunday, October 15th. Still lots of fun ahead, take advantage of it all.

If you folks out there have any ideas for club activities for 2007, your board of directors would really appreciate hearing about them. Brunches always seemed to be well received and most everyone likes doing a car show or two. Our overnight to Madison also appeared to be well received, with thirty five Northstar members in attendance. Another overnight next year might be fun too.

Please don't forget to make plans to attend the club picnic at Roger and Barb Wothe's. This has evolved into a club tradition, that many of us have taken for granted. This will be the last year for us at the Baker Road location. Please come and have some fun and show your appreciation for the fine things Roger and Barb have done for the club over the years. Marion and I will be there, looking forward to visiting with you all. Faithie will get to stay home, as most of you don't need any help cleaning your plates. See the attached flyer for more information.

Till next Month, David, Marion and Faithie, the Samoyed...

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spinoff. CDC was one of the eight major computer companies through most of the 1960s; along with CDC these were IBM, Burroughs, NCR, General Electric, Honeywell, RCA, and UNIVAC. CDC was well known and highly regarded throughout the industry at one time, but today is largely forgotten.

During World War II the US Navy had built up a team of engineers to build codebreaking machinery for both Japanese and German mechanical ciphers. A number of these were produced by a team dedicated to the task working in the Washington, DC area. With the post-war wind-down of military spending the Navy grew increasingly worried that the team would break up and scatter into various companies, and started looking for ways to covertly keep the team together.

Eventually they found their solution; the owner of a Chase Aircraft affiliate in St. Paul, Minnesota, John Parker, was about to lose all his contracts with the end of the war. The Navy never told Parker exactly what the team did, as it would have taken too long to get top secret clearance. Parker was obviously wary, but after several meetings with increasingly high-ranking Naval officers he eventually agreed to

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August Board Meeting....

BOARD OF DIRECTORS MEETING

August 10, 2006

Regional Director Bob Johnson called the meeting to order at 7:02 PM at Culvers Restaurant. Board members present were Bob Johnson, Dave Gustafson, Harvey Oberg, Bob Gavrilesco, Bob Roth and Roger Wothe. Other members present were Faye Oberg and Tim Behr. The minutes of the previous meeting and the agenda of this meeting were approved.

OFFICERS REPORTS

Regional Director Bob Johnson reported that the contracts for the Mid-America Meet, June 26 – 29, 2008 have been completed and are awaiting final approval by the LCOC National. They should be finalized by the end of August.

Nominations for the Regional Board of Directors Annual Election should be received by 17 August. Harvey, Dave and Tom's terms are up in 2006. All of them have agreed to run again. So far, no other nominations have been received by Bob or Roger. Bob displayed a lanyard for the Mid-America Meet which he and Mary have volunteered to assemble.

Treasurer Harvey Oberg reported the treasury balance to be \$2,905.48 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership stands at about one hundred thirty-five. Again...where are those "My Pride and Joy" articles?

Projects director Bob Gavrilesco reported no new sales this past month.

Activities: Driving tour to Dick and Bev Koop's on August 19th.

Annual picnic at Environments on Sunday September 24th at 11:30 AM. Please RSVP to Roger at rwothe@mchsi.com or 952-473-3038 with the names of people attending.

Third Annual Lincoln Car Show at Coon Rapids Lincoln Mercury on Saturday October 7th.

Year End Brunch will be at Al Baker's in Eagan on November 19th.

Added: Fall leaf tour and brunch at Paradise Landing, Balsam Lake WI on Sunday October 15th.

On September 9th, Wayzata will be celebrating J. J. Hill Days. All vintage car owners are invited to attend. If you want to display your vehicle it must be at least twenty-five years old. Directions may be found in the newsletter. Please respond to Roger Wothe: rwothe@mchsi.com or 952-473-3038 with your make and year.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be on Thursday, September 7th at 7:00 PM at Culver's Restaurant at I-94 and Ruth Street in Maplewood.

Respectfully submitted by Secretary Roger Wothe.

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house the team in his glider factory. The result was Engineering Research Associates (ERA), a contract engineering company that worked on a number of seemingly unrelated projects in the early 1950s.

One of these was one of the first commercial stored program computers, the 36-bit ERA 1103. The machine was built for the Navy, who intended to use it in their "above board" code-breaking centers. In the early 1950s a minor political debate broke out in Congress about the Navy essentially "owning" ERA, and the ensuing debates and legal wrangling left the company drained of both capital and spirit. In 1952 Parker sold ERA to Remington Rand.

Although Rand kept the ERA team together and developing new products, they were most interested in ERA's drum memory systems. Rand soon merged with Sperry Corporation to become Sperry Rand, and in the process of merging the companies, the ERA division was folded into Sperry's UNIVAC division. At first this did not cause too many changes at ERA, as the company was used primarily as engineering talent to help support a variety of projects. However one major project was actually moved from UNIVAC to ERA, the UNIVAC II project, which led to lengthy delays and upset everyone involved.

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Directors Message

by Bob Johnson

September 2006

The Minnesota State Fair just started, where has the summer gone. Hopefully we will have another three months for good weather to get the Lincolns out for more cruises.

On Saturday, August 19th, and Sunday, August 20th, we had a great weekend at Dick & Bev Koop's, in Verona WI, and Jack & Marilyn Fletcher's in Popular Grove, IL. We drove about 600 miles on the trip, driving at 67 MPH, we averaged 26.4 miles to the gallon in our 1989 Mark VII. It was a really fun weekend and we look forward to doing it again. A separate article about who went and what we did is elsewhere in newsletter

We still need your PRIDE & JOY CAR ARTICLE. Please take the time to tell us about your Lincoln and what you enjoy about it. Every car has a story waiting to be told, if you need help on writing an article, please contact Dave Gustafson. If you have written about your car previously send us an update on what you have done to your Lincoln and where you have driven it.

Our 2006 picnic on Sunday, September 24th, at Roger and Barb's Environments building will be the 12th and final year they will be hosting this event. We will miss this great facility that we were able to enjoy, thank you Roger and Barb for hosting us for these many years. Make plans now to attend this final Picnic at Roger and Barb's Environments.

We have added a fall tour to Paradise Landing in Balsam Lake WI, for a Sunday Brunch on Sunday, October 15th. at 11:30 AM. We will again caravan to Paradise Landing and hope the fall colors are still out. We will meet at the Sun

Ray Shopping Center on I94, next to TJ Max, and leave at 10:00 AM. More details about this event will be in next news letter.

Our last Car Show for 2006 will be the 3rd Annual All Lincoln Car Show, at Coon Rapids Lincoln Mercury, Saturday, October 7th, 10 AM to 3 PM.

Region Board of Directors Election will not be held this year. We have three candidates for three openings. The three incumbents seeking reelection are Dave Gustafson, Harvey Oberg and Tom Brace, and they will fill the existing openings.

Also please note, due to the Mid-America National LCOC meet in Indianapolis, September 14 - 16, the next Region Board meeting will be held on the FIRST Thursday, September 7th for September only.

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

For Sale

1941 Continental Coupe with V-12, three speed with overdrive. Recent updates include bumper to bumper rewiring, new master and wheel cylinders, rebuilt subframe front and rear, gas tank removed, cleaned and lined, new clutch and rebuild tranny, rebuilt caruretor, 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.

Bob Bjorndahl 651-429-6042

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As the Sperry "big company" mentality encroached on the decision-making power of the ERA founders, they eventually got fed up and decamped to form Control Data in 1957, setting up shop in an old warehouse down the road in Minneapolis at 501 Park Ave. Of the members forming CDC, William Norris was the unanimous choice to become CEO of the new company. Seymour Cray was likewise chosen to be the chief designer, but was still in the process of completing an early version of the 1103-based Naval Tactical Data System (NTDS) and did not leave to join CDC until this was complete.

CDC started business by selling parts, mostly drum systems, to other companies. Cray joined the next year and immediately built a small transistor-based 6-bit machine known as "Little Character" to test his ideas on large-system design and transistor-based machines. Little Character was a success, and they soon released a 48-bit transistorized version of their 1103 redesign as the CDC 1604 in 1959, with the first machine delivered to the US Navy in 1960. The 1604 designation was chosen by adding their address (501) to Cray's former project, the 1103. A 12-bit cut-down version was also released as the CDC 160A in 1960, arguably the first mini-computer. The 160A was particularly notable as it was built into a standard office desk, a rather unusual packaging for that era. New versions of the basic 1604 architecture were re-built into the CDC 3000 series, which sold through the early and mid-1960s.

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Pride and Joy Continued..

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and that it was a good solid vehicle. The price was in the \$2,500 range, which was pretty common for those in the late 70's. I got on a plane one morning and flew down to Peoria, IL and rented a car and then drove some 75 miles northwest of Peoria to see the car. Of course, it was not in that great condition. The interior was shot, the stainless steel trim was dented, it wouldn't start, and the car suffered from a lot of rust in all four quarters. Thanks, but no thanks. I hustled back to the airport, and caught the next flight back to the Twin Cities, somewhat discouraged.

Later that summer, toward the end of August, I saw an ad for a 51 Cosmo out in Nebraska. I called the gentleman, who said he was the third owner, and it was a 40,000 mile car. Interior fair, and no rust. We had planned a trip out to the West coast in September, and I told him we would stop by Kearny, NB on our way to look at the car if it hadn't been sold. We did stop, and saw the car, and took it for a short drive. It was as he had described, quiet running, and with a decent body, and fairly good chrome. The doors shut well, and didn't sag. It wasn't perfect, but looked good from 20 feet. The price was also about \$2,500. I said that we would think about it and contact him when we got back from trip out west.

In October, I called to see if he still had the car. As fate would have it, he still had not sold it. Those cars never sold well new, and fared no better used. We made a deal over the phone, and a few days later, Marion and I drove down to Kearny to get it. My beloved wife had serious doubts about the sensibilities of driving a car that old that far. She is the prudent one in the family. We got down there in the late afternoon, traded money for keys. I got in the Cosmo, started it

up, and we got under way. Stopping for gas, we checked the oil and found it down 3 quarts. Not the best of signs. The radiator was full, with no visible leaks from any of the parts of the cooling system or the water pumps. I filled up the oil, and bought 3 more quarts of 30 weight, and we hit the road in earnest. I found that it would cruise fairly easily at 70-75, a speed Marion was have trouble maintaining in our 79 Oldsmobile Toronado Diesel (a real dog). We stopped in Lincoln for the night, and made it easily back to Burnsville the next day, getting back in the early afternoon. I used about a 1/2 quart of oil, and did about 17 miles per gallon. The first and last time the mileage was ever checked.

I have mentioned this Avon (light Blue) Cosmopolitan over the years in the Northstar News as sort of a reluctant driver, who appears to have a mind of it's own. Not one of the most reliable cars that I have owned, it wants to run for a while, than stop. Over the years, we have boiled out the gas tank and had it resealed. Rebuilt the carburetor, changed the wiring and plugs, ignition coil, condenser and points. It also has an electric fuel pump, which insures that the gas is really getting to the engine. But on days that it runs, it sure is fun to drive.

The 1949 – 1951 Lincolns and the Cosmopolitans were sort of "bridges" which helped connect the past, proud heritage of the V12 era and the more modern Overhead Valve engine powered "modern" Lincolns. The '49 through '51 cars were actually two distinct series, the Lincoln, which was sometimes referred to as the "baby Lincoln" and based upon the Mercury chassis. The Lincoln Cosmopolitan was a larger car, with longer length and wheelbase. The running gear, trans-

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Cray immediately turned to the design of a machine that would be the fastest (or in the terminology of the day, largest) machine in the world, setting the goal at 50 times the speed of the 1604. This required radical changes in design, and as the project "dragged on" (it took about four years in total) management became increasingly upset and demanded ever-greater oversight. Cray eventually got fed up and in 1962 demanded to be set up in his own remote lab, or he would quit. Norris agreed, and after a short search the team moved to Cray's home town of Chippewa Falls, Wisconsin.

At the new Chippewa lab, Seymour Cray, Jim Thornton and Dean Roush put together a team of 34 engineers (themselves included), and continued work on the new design. In 1964 this was released as the CDC 6600, outperforming everything on the market by roughly ten times. A slower version was released as the CDC 6400; a two processor version of the 6400 was called the 6500. Cray turned to an even faster machine built along different lines, then known as the 6800.

Then came their new machine, the CDC 7600 (originally the 6800). Cray had started the design even before the 6600 was shipping, and allowed it to mature fully. This machine ran at about ten times the speed of the 6600, and offered about four times the total throughput. Much of this speed increase was due to extensive use of pipelining, a technique that allows different parts of the CPU to work on different aspects of the instruction process at the same

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Pride and Joy Continued...

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missions and engines were the same for both Lincoln models. In keeping with tradition, only the finest materials were used in the manufacture of these fine cars. The interiors and finishing equals that of the Chrysler Imperial and the senior Cadillacs of that period. While the Chrysler and the Cadillac do offer more modern engines as compared to the Lincoln flathead style, the performance differences are just not that noticeable in most everyday driving. The Lincoln is a very quiet car, retaining that quietness that comes from flathead engines. These are nice driving cars, capable of going 65 to 75 miles per hour all day long. They are big and heavy, and both arms get a real workout when attempting to parallel park. Once you get them rolling, maneuvering the 4,400 pounds is much easier.



Front or rear, there is no mistaking a 1951 Cosmopolitan.

If one is good, are two even better. This is the question that I asked myself last May when Al Longley called and asked if I would put an ad in the newsletter for his 1951 Cosmopolitan four door sedan. Al and the prior owners have taken very good care of this fine car, and it has been to a few local shows over the years. After a little conversation and a few days of thought, Al and I made the deal for his Cosmopolitan.

Our newest Lincoln is dark (Admiral) blue in color and appears to be for the most part an original car. Mileage is a shade over 25,000 miles and the interior has been well cared for. The story that has traveled along with the car, from owner to owner, is that it was first delivered to the Warner Brothers movie studio in Hollywood, California. It saw service shuttling executives and maybe a few stars around the Hollywood area. The brightwork on the car has been purposely dulled to prevent reflections in the ever present movie camera lenses.

We have had our newer Cosmo out a few times this year, and it like the light blue one, never fails to draw stares from other motorists around us. Most folks recognize older Chevrolets and Fords, older Cadillacs because of the fins and chrome, and Buicks due to the portholes, but these older Lincolns often solicit questions. What is it, a Mercury? Or how old is it? And look at the way those doors open. With any older car, part of the fun is just watching the people look and smile. It is the smile that gives away what they are thinking of. You can see it in their eyes. Those quieter, gentler, more civilized times, when life was less rushed, and everything seemed to be just a little bit better than it is today. And maybe a subconscious desire to return to those times, if only for a little while. I wonder if that is the real reason why any of us buy our older cars. The wanting to go back to a certain place in time that was especially good for us. Tom Wolfe, the noted author, has said that "you can't go back." Behind the wheel, I think that you can, if only for an hour or two.

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 time. The time to run any particular instruction is no faster, but the program as a whole moves through the system more quickly as the instructions are queued up. Sadly the complexity also led to poor reliability, and while the 7600 project certainly paid for itself, it did serious damage to CDC's reputation.

Cray then turned to the latest in the series, the CDC 8600. The 8600 was essentially four 7600's in a single, much smaller, case. The smaller size and shorter signal paths allowed the 8600 to run at much higher clock speeds, which was combined with higher speed memory for most of the performance gains. Unfortunately the 8600 was "old school" in terms of physical construction, using individual components soldered to circuit boards. There were so many solder joints on the 8600 that the machines never worked reliably. With even one bad joint the machine would be "flaky". Cray decided that a re-design was needed.

CDC decided to fight back, but Norris agreed with Cray in thinking that the company had become too ossified to be able to quickly design anything competitive. Instead he set up a new spinoff company in 1983, ETA Systems, with the design goal being a machine processing at 10 GFLOPs, about 40 times the speed of the Cray-1. The ETA design never fully matured and was unable to hit its design goals, but nevertheless it was one of the fastest computers on the market and a handful were sold over the next few years. Eventually the effort ended after half hearted attempts at selling ETA. In 1989 most of the

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Ford poised to unveil its new Lincoln



MKS sedan would replace Town Car

Ford Motor Co., which said last month it will accelerate its Way Forward turnaround plan, has announced that it intends to build the new Lincoln MKS full-size sedan that it unveiled as a concept car at the Detroit auto show.

The new vehicle will become the flagship for the Lincoln luxury brand. A source at the Dearborn-based automaker said it is likely that, when the MKS arrives in showrooms in 2008, it will replace the venerable Town Car.

Mark Fields, Ford's president of the Americas, made the announcement in Traverse City at the Center for Automotive Research's 40th annual Management Briefing Seminars.

Fields is under increasing pressure to restore Ford's North American operations to profitability, a task the automaker has acknowledged is becoming more difficult as gas prices rise and consumer taste shifts from trucks to less profitable cars and crossover vehicles.

The tone of Fields' speech is an indication of just how hard automaker is working to bring more new products to market faster.

"We are rebuilding our business for the future," Fields said to the conference. Nine new Ford, Lincoln and Mercury vehicles go on sale in the next six months as part of the company's prod-

uct-led turnaround plan -- including the Ford Edge and Lincoln MKX crossovers in November.

The MKS will be Lincoln's new full-size flagship sedan. It will be built on the same platform as the Ford Five Hundred and Mercury Montego sedans that are built in Chicago, but it features a sleeker and more powerful design.

"The Lincoln MKS will take Lincoln craftsmanship and comfort beyond anything we've built before," Fields said. "Its design communicates power, motion and speed, and it will be packed with more technology and features than any Lincoln before it."

The new sedan will also feature a panoramic vista roof. While Ford would not provide any details of the powertrain, the production concept it showed at the North American International Auto Show in Detroit in January boasted an all-aluminum, 4.4-liter, 315-horsepower, V-8 engine paired with a new six-speed all-wheel-drive automatic transmission.



2008 MKS

The production model is quite similar to the prototype but has been given a cleaner, more aerodynamic design. "It looks far less Japanese," said Jim Hall, an analyst with AutoPacific in Southfield, who has seen the new Lincoln. He said it could prove a big hit for Ford if offered with the right combination of price and powertrain.

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The New Lincolns for 2007 - 2008.

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employees were laid off and the remains of the company folded into CDC.

*Meanwhile several very large Japanese manufacturing firms were entering the market as well. The super-computer market was too small to be able to afford more than a handful of players, so CDC started looking for other markets. One of these was the high-performance hard disk market, which was becoming more interesting as personal computers started to include them in the mid-1980s. By then, CDC through its **Magnetic Peripherals** unit, originally a joint venture with Honeywell, was a major player in the hard drive market—their Wren series drives were particularly popular for "high end" users. They also codeveloped the now universal ATA interface with Compaq and Western Digital to lower the cost of adding low-performance drives.*

*Oddly, then, CDC decided to exit the hard drive business entirely in 1988, spinning off Magnetic Peripherals under the name **Imprimis**; the next year, Imprimis was purchased by Seagate Technology, who had been seriously lagging in the high-end drive market. The remains of CDC became known as **Control Data Systems, Inc.**, now Syntegra (USA), a subsidiary of the BT Group's BT Global Services; CDC's non-computer business became the Ceridian Corporation.*

From the Internet.....

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"This is probably one of the most attractive offerings Lincoln has had in some time," said Erich Merkle, a brand analyst with IRN Inc. in Grand Rapids. "It's going to appeal to a younger audience."

The new Lincoln MKS will face stiff competition from other new luxury cars debuting around the same time -- notably the redesigned Cadillac CTS. The MKS effectively replaces the larger Lincoln Town Car that has been largely relegated to the livery fleet market in recent years.

The Town Car, which is based on a decades-old platform, is still produced at Ford's Wixom Assembly Plant, but the company has no plans to transfer it to another facility when that plant is idled next year as part of the company's North American restructuring.

Ford would not comment on its future plans for the Town Car, but Ford spokeswoman Sara Tatchio said the new MKS "makes a great team with the MKZ," a redesigned and renamed version of the current Zephyr midsize sedan that will debut later this year. It will be the first vehicle to use Ford's new Duratech 35 V-6 engine.

Lincoln has been on the rebound. Its sales were up 8 percent for the first half of 2006, largely due to the success of the Zephyr, which was introduced last fall and is bringing a younger buyer to the marque.

But analysts say Lincoln still has a long way to go to reclaim its former position as America's best-selling luxury brand. "They just neglected Lincoln for so long," Merkle said. "They have lost a lot of ground."

Recently, Ford's vice president for

manufacturing in the Americas, Dave Szczupak, told analysts at the JP Morgan/Harbour Automotive Conference in Dearborn that Ford plans to build at least four new vehicles off the same platform used for its Ford Five Hundred sedan.

The vehicles include the MKS, another sedan and two for "future unique segments."

One of those could be the Ford Fairlane, a new vehicle that will eventually replace minivans in Ford's lineup. Ford showed the Fairlane concept two years ago at the Detroit auto show.

The new Lincolns

MKS: The brand's sleek new flagship sedan, which goes on sale in 2008, will share a platform with the Ford Five Hundred and Mercury Montego.

MKX: This new crossover vehicle debuts in November and combines the spaciousness of an SUV with the driving dynamics of a car.

MKZ: Ford is redesigning -- and renaming -- the Zephyr midsize sedan, a sister vehicle to the popular Ford Fusion that hits the market in the fall.

Navigator: A redesigned version of the big SUV arrives in showrooms in September and will be followed by an even bigger model, the Navigator L, in December.

The old Lincoln

Town Car: The MKS will effectively replace the venerable Lincoln Town Car, which has become a staple of limousine and car services.

Article courtesy of Bryce Hoffman of the Detroit Free Press.

Motoring Memories: Lincoln, 1949-51

Article courtesy of Bill Vance, automotive writer...

The new post-Second World War 1949 Lincolns were a complete break with the styling of the past. Immediately after the war Lincoln, like other car-makers, had offered revived and face-lifted 1942 re-runs until they could prepare new models. The 1946 to '48 Lincolns owed their heritage to the 1940 Lincoln Continental, which was based on a



1950 Lincoln Cosmopolitan

Lincoln Zephyr that had been customized as the personal car of Henry Ford's son, Edsel. It proved so popular with the country club crowd that the Ford Motor Co. made it into a production model. It was powered by a side-valve V12 engine, which was carried over in the 1946 to 1948 Lincoln.

The 1949 Lincolns, introduced in April 1948, were thoroughly modern post-war designs. They looked like larger versions of the equally new Mercury, with which they shared some sheet metal. Both had their fenders fully integrated into the body. Although hidden headlamps had been planned, they were eliminated late in the design, which left the lights set back in stainless steel "tunnels." This gave the front end its most distinctive feature: a sad-eyed, new-puppy look that was, however, rather appealing in spite of itself.

By today's standards the new Lincolns had a large and bulbous appearance, following the then popular "inverted-bathtub" school of design. The rear-hinged

rear "suicide doors" on the sedans were, however, definitely passe.

The standard Lincoln got a two-piece windshield while the more luxurious Cosmopolitan received a modern one-piece design. The rear deck was smoothly rounded, erasing all vestiges of the Continental's distinctive externally mounted spare tire. And the large, chrome plated extrusions over the front wheel wells of the 1949-50 Cosmo looked strangely out of place; they would disappear in 1951.

Lincolns for 1949 came in two sizes: the standard model on a 3,073 mm (121 in.) wheelbase and the Cosmopolitan on a 3,175 mm (125 in.) wheelbase. The 5.0-litre (305 cu in.), 130 horsepower V12 was replaced by a new 5.5-litre (337 cu in.) side-valve, 152 horsepower V8. It was mated to a three-speed manual transmission, with optional overdrive, or a General Motors Hydra-Matic.

While the V8 was an improvement over the old V12, it would be rendered obsolete a few months later by rival Cadillac's trend-setting short-stroke, overhead valve V8, a configuration that would become the industry standard. Lincoln would have to wait until 1952 to get its overhead valve V8.

When the new Lincoln got into the hands of the car testers, it proved to be a pretty good performer. Tom McCahill of *Mechanix Illustrated* drove an overdrive-equipped Lincoln to 164 km/h (102 mph) and claimed it was the fastest American car since the 1937 Cord. The zero to 96 km/h (60 mph) acceleration times of 15 seconds for the regular Lincoln, and 17 for the heavier Cosmopolitan, were a little slower than such cars as the Cadillac and Oldsmobile 88.

Motor Trend (7/51) tested an exact duplicate of the Lincoln that won the 1951 Mobilgas Economy Run, so it was geared for maximum fuel economy. Although by now the Lincoln normally came with Hydra-Matic, the economy champ had a three-speed manual transmission with a Borg-Warner overdrive, which gave an overall final drive ratio of 2.39:1. In

(Continued on page 13)

On the road to Verona by Bob Johnson

On Saturday, August 19th, the club made their long planned trip to Dick and Bev Koops', to see their Orphan Car Collection and picnic in Verona, (Madison) Wisconsin. We had nine cars leave the Sun Ray Shopping Center at 8:00 AM for Koops'. Nine more cars either joined or passed our caravan on the way to Verona. Dick provided excellent directions; I goofed once about five miles from the garage, but Mary, my long suffering navigator, quickly straightened me out.

We arrived at about 12:45 PM and were joined by members of the LZOC and LCOC Lake Shore Region. Almost 50 people were treated to a great picnic; Bev's picnic special was fruit kabobs, which quickly disappeared.



Wouldn't you really rather have a Subaru? Dick has a very nice looking 1600.



The chow is on the table at Dick and Bev Koops' Dicks' Avanti is in the background, almost finished.

We had a leisurely tour of Dick's working garage and his collection which numbers about 20 Cars. His Yugo and Pacer were waiting for our arrival. What a set of nice orphan cars Dick has collected. Lots of interesting stuff, a '60s AMC Marlin, quite a car when they first came out. They even looked fast. A couple of Allantes off to one side. Cadillac shipped the chassis over to Italy, where the body was attached, and shipped back via air transport. A neat car which was supposed to let Cadillac run



One of several pre-war Lincoln Continentals and Zephyrs with the group, this fine example belongs to Bruce Nichols from the Madison area.



The famous Yugo 440. Not a real bad looking car as compared to some of the Chrysler K cars and GM products offered in the 1980's.

(Continued on page 12)

Verona Continued.....

(Continued from page 11)

with the Mercedes and BMW's, but few were sold. Dick also likes to call his beautiful 1956 Mark II an orphan. The only thing missing that we would like to see in the collection is an East German Trabant. What is a great collection without one of those?

At about 3:00 PM, it was back in the cars to drive about 12 miles through the beautiful countryside of Verona, Wisconsin. Ron DeWoskin invited the group to see his car collection which is showcased in a beautiful garage. Ron had about 15 classic Cadillacs and Packards. There were some other interesting things to catch your eye too, including a BMW Isetta, circa 1958, a VW camper, and a few pedal cars in as new condition. It is the sort of place, where you could literally spend hours just looking at the four wheeled art on display.

We then checked into our motel and relaxed until



A partial view of Ron DeWoskin's "to die for garage." One very nice place to spend time visiting with car folks.

Dinner at Quivey's Grove Restaurant, which was right next to our Country Inn and Suites motel. At 6:00 PM we were seated for one of the finest meals you can imagine, at a very reasonable price. We had Trout and are trying to get the recipe for how the potatoes were done. Other club members also reported that their meals were equally excellent. Our group totaled 36 people who enjoyed both great food and making new friends.

At 9:00 AM Sunday Morning, 10 cars hit the road to

Poplar Grove, Illinois, for a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum. There were over 20 vintage airplanes being flown and on display. The air show and museum were worth the trip all by itself. Ray and Jeanine Nelsons 1948 Continental Coupe was the favorite of the various cars on display around the air field.

At 2 PM we attended the Lake Shore Regions Annual Picnic at Jack and Marilyn Fletchers home. Between the two regions, there were between 80 and 85 certified Lincoln nuts who attended this picnic. I have been to a lot of buffets for brunches and dinners that had less choice than we had at this picnic. What a meal we were served, beef, pork, chicken and too many salads to count. Marilyn had a full table of different desserts. This was not a day to start a diet. We had 19 members from our North Star Region at this picnic.

Bev and Dick Koop, Marilyn and Jack Fletcher and Ron DeWoskin, thank you for hosting these great activities and graciously extending your hospitality to all attending.

North Star Region members who attended part or all the weekend activities were: Tim and Gaye Purvis, Dave Gustafson, Bob and Kathy Steiger, Dick Serwat, Floyd Homstad, Ray and Jeanine Nelson, Brian Carlson, Bob Gavrilescu, Tom Brace, Don and Donna Peterson, Bob and Nannette Roth, Tom Koop and Mag Lindell, Brad and Carole Yoho, Roger and Barb Wothe, Bob and Mary Johnson, Bruce and Judy Nichols and Ron Fenlon. Our hosts, Bev and Dick Koop and Marilyn and Jack Fletcher are also members of the North Star Region

From all the favorable comments made about this overnight trip, we will try and schedule another overnight trip next year. Next years trip will have a hard time matching the hospitality and fun we had this past weekend. I want to again thank our hosts for all the work they did to make this such a great weekend experience. And thank you to all the North Star Region Members who attended the weekends activities, you helped to make this a very successful weekend.

Lincoln, 1949-51 continued...

(Continued from page 10)

spite of this ultra-high "plains" gearing it accelerated to 60 mph in 15.6 seconds, and averaged a 97 mph top speed. In the Mobilgas Run the Lincoln had achieved 25.4 miles per U.S. gallon driven by legendary economy wizard Les Viland.

In spite of its size the Lincoln even enjoyed some racing success. Lincoln won two out of the 19 National Association for Stock Car Auto Racing (NASCAR) events in 1950. Sixteen Lincolns and Cosmopolitans were entered in the first running of the Carrera Panamericana held in 1950. This event, better known as the Mexican Road Race, was a mad, almost uncontrolled dash from one Mexican border to the other. The best 1950 Lincoln finish was ninth; in the 1951 race a Lincoln finished eighth.

The Lincoln also enjoyed political recognition. In 1950, 10 stretched Lincoln Cosmopolitans became the fleet of the U.S. Secret Service. One, a bubble top version, served presidents Truman, Eisenhower and Kennedy.

After the rather slow sales of the 1946 to 1948 Lincoln, the all-new styling of the '49s gave them a boost. With a total of 73,507 Lincoln and Cosmopolitans produced, it was Lincoln's best year to that time.

Changes for the three years 1949 to 1951 were confined to grilles and other trim items. For 1952, it was replaced by all-new, slimmer, trimmer and more angular Lincoln. Thanks to such advancements as ball-joint front suspension and a new overhead valve V8 (relegating the side-valve V8 to truck use), they were better handlers and performers than the 1949s to 1951s. They would amass an almost legendary domination of the Mexican Road Race sedan class from 1952 until 1954, when it was cancelled as too dangerous.

Although never outstanding, the '49 to '51 Lincolns were a complete break with the past. Because of their somewhat bland, bulky styling and mundane mechanicals they didn't become strongly sought-after collectibles. They were, however, plush highway cruisers that could deliver surprisingly good fuel economy.

The End of an Era...

Our Premiere Event - The Annual Region Picnic at Wothe's. Roger and Barb will be hosting the 12th and final North Star Annual picnic at their Environments facility on Sunday, September 24th. This will truly be "The End of an ERA", since 1995 this is the event of the year that most North Star Region members looked forward to.

Mary and I joined the North Star Region in 1997 and 1998 was the first time we attended this picnic. We were told that this was the best of the best Region events you could attend during the year. Over the years the Annual Picnic at Wothe's Environments is still the event of the year for our North Star Region. The Wothe's always were able to take time out of their busy schedules to host the Annual Picnic and they have always gone the extra mile to support the Region and its membership. Let's thank Roger and Barb for the hospitality and fun we were able to have over the past eleven years while attending the Region Annual Picnic at Environments. Now it is their turn to enjoy attending the Annual Picnic hosted by someone else. Please attend the 12th and final picnic hosted by Wothe's, and take some time to personally thank them for all their work and generosity these past 12 years. Please remember to bring an auction item; it can be a car part or something that can be bid on. The auction has been a lot of fun and helps pay the picnic expenses. If you are a new member of the North Star Region or never were able to attend this picnic, please make the effort this year to attend, you will see in person why we call this "the event of the year". We hope to see you there.

Dave Gustafson wrote; "It's seems hard to believe that we have been going over to Roger and Barb's Environments for the North Star picnic for twelve years. The Wothe's have always been gracious hosts to the club, and their generosity and friendship in-turn has helped build our club into a better organization. Let's take this opportunity to celebrate these past twelve years and wish Roger and Barb many good years ahead enjoying their well earned semi-retirement."

Allen Bundgaard wrote; "I have lived long enough to have seen the end of lots of things. Sometimes it was nice to get stuff over with...like the depression. But,

(Continued on page 14)

Great Automotive Buys...

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.

For Sale

1947 Lincoln Continental Coupe

Needs restoring, no motor in car. Have complete V12 Engine. Front and rear bumpers have been rechromed. Gas tank has been cleaned and coated. Have all chrome grille parts. Body is good - No Accidents Fairly priced at \$4,500.

Also have a 1956 Lincoln engine \$300
1956 Lincoln fender skirts \$150

Call Ted Anderson at 763-561-8143

Parting Out

1952 Lincoln Capri
Four Door Sedan

Call Gary Ofstedahl at 507-433-7649
For your needs

(Continued from page 13)

usually learning something is ending evokes happiness and sadness. Good feelings because it ever happened, and sad ones because it can't happen again.

I've just learned that our annual autumn get-together and picnic at Roger Wothe's sumptuous and park-like Environments will end. Well, not right away, but after the one coming up. Roger, I'm told, is downsizing.

I've been a member for a long time...maybe 10 or 12 years but the only meeting I ever drive down for is Roger and Barb's picnic. One reason, of course, is that it's a lot nicer to drive a 1953 Lincoln into Sunday's Twin city traffic...than it would be...say Friday's. The other is that Roger and Barb are such a great hosts. They have such a great facility for this kind of event. It's just plain..... a Highlight of the Year.

Since the Lincoln club is the kind of club it is there'll be someplace great to go to next year... But...it won't be the same. Thanks, Roger, have a good downsizing (and...as the British say...."You've been a Brick!")

Harvey and Faye Oberg wrote; "About 11 years ago our local Lincoln club held our first picnic at Roger and Barb Wothe's place of business called Environments. This was the beginning of a tradition that would continue for several years. It started out as just a picnic, and then we decided to take a queue from the Classic Car Club and include an auction after the picnic. This proved to be very popular and very successful. It was a fun time and we had some lively and friendly bidding.

But all good things must come to an end and unfortunately this will be the last year we will able to have our picnic at Wothe's. We want to thank Roger and Barb for their gracious hospitality and we cherish all the fun and good times we had at their place. Let's make it the biggest and best one ever. See you there."

IMPORTANT NOTICE

OUR *September 7th* BOARD MEETING WILL BE HELD
AT CULVERS, I-94 AND RUTH STREET
EAST SIDE OF ST. PAUL
MEET AT 6:00 FOR DINNER,
WITH THE MEETING TO FOLLOW AT 7:00PM

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

Ron Fenelon, club member from Alexandria, MN offers the following:

The downsizing of our fleet is nearly done, but we still offer the following Lincolns for sale:

1978 Mark V Diamond Jubilee in blue. Blue velour bucket seat interior with leather wrapped console. 460-V8, all options including powered moon roof but no CB radio. Still on California title, white California plates available. Driven from California to Illinois to Minnesota. All horizontal surfaces repainted from side pinstripes up. Vinyl top and deck lid pad need recoated or new vinyl. A very nice driver with 67,000 miles. \$4500 OBO. Presently in storage inside.

1965 Lincoln Continental, 4 door convertible. Robins egg blue, white top, medium blue leather interior. miles. Car has spent entire life between Riverside, Ca and Wickenburg, AZ, garaged inside, and has NO rust and NO normal southwest dry rot on dash pad or seat tops. Transported to ILL and it's present MN home. Member Gordon Jensen probably has all the parts needed to restore this car to driver or show quality status. Asking \$8,000 Firm.

1953 Lincoln V-8 engine. Complete from water pump to flywheel. No exhaust manifolds, but carb included. Probably needs total overhaul. \$275 OBO. On skid

Class A (3500 lb) trailer frame hitch. Fits 1977/79 Mark V or T'Bird. Minnesota made. \$50

Mark V Collector Series blue leather wrapped tool kit. Still in original box. \$450 OBO

Mark V Collector Series - wood insert key blanks (pair) new uncut. \$100 OBO

Numerous Mark V and Mark III parts. Including complete Mark V a/c condenser module, Dash modules, and grilles, and Mark III dash gauge pods (chromed) and tail light assemblies. Call, I may have what you need . Parted two Mark V's.

Call Ron Fenelon at 320/763-4197 or email at rff8536@gctel.net.

1969 Mark III

The feature car of our May issue is now for sale. Contact Bill Juring at 651-484-2799

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

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available

Southwest Metro Location

Contact Gary Rosenwinkel

952-941-3700

For Sale

1972 Lincoln Mark IV

38,000 Miles, All Original, Trophy Winner Gold with Dark Brown Top and Leather As new condition. \$10K or fair offer.

Call Don Pennock 651-488-1596

Cell 651-253-5516

Preview of Coming Attractions

The following include scheduled club events

September James J. Hill Days car show at Wayzata Bay Shopping Center, beautiful downtown Wayzata. More information on pages 18 and 19.
Annual Region picnic at Roger & Barb Wothe's Environments.
Sunday, September 24th 11:30 AM
This will be the last time that our picnic will be held at their 5700 Baker Road location. Make plans on attending our great picnic. RSVP Roger by September 18.

LCOC Mid-America National Meet, Indianapolis Indiana, September 14th -18th

October 3rd Annual Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7th, 10AM to 3PM See attached Flyer.
Fall leaf tour and brunch at Paradise Landing, Balsam Lake WI on Sunday October 15th. See attached Flyer.

November Year End Sunday Brunch, November 19th 11:30 AM, Al Bakers, Eagan, MN.

December No planned events. Stay home with your family..

Planning is now under way for activities in 2007.

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.

The Willmar Club announces the 2006 Car Buff's Breakfast Schedule. Member Francis Kalvoda, of Willmar invites all Lincoln Club members to join the Willmar Car Club for a 9:00AM breakfast on the FIRST Saturday of each month, May through November. Door prizes and announcements follow the breakfasts. The following are the dates and locations for the 2006 breakfast tours.

September 2, Olivia, Max's Bar and Grill, 2425 Highway 212 West.

October 7, Melrose, Funky's Restaurant and Lounge, 203 East Main Street.

November 4, Willmar, West Central Industries, 1300—22nd St. SW. (North of Kandiyohi County Recycling center

ANNOUNCING THE ANNUAL NORTHSTAR LCOC PICNIC

THIS WILL BE THE LAST CLUB PICNIC HOSTED
BY ROGER AND BARB WOTHE.

PLEASE PLAN ON ATTENDING ONE OF OUR
BEST EVENTS OF THE YEAR.

Join us on September 24th, at 11:30am at Environment's, 5700 Baker Road, Minnetonka, Mn. Map and directions on the back of this flyer.

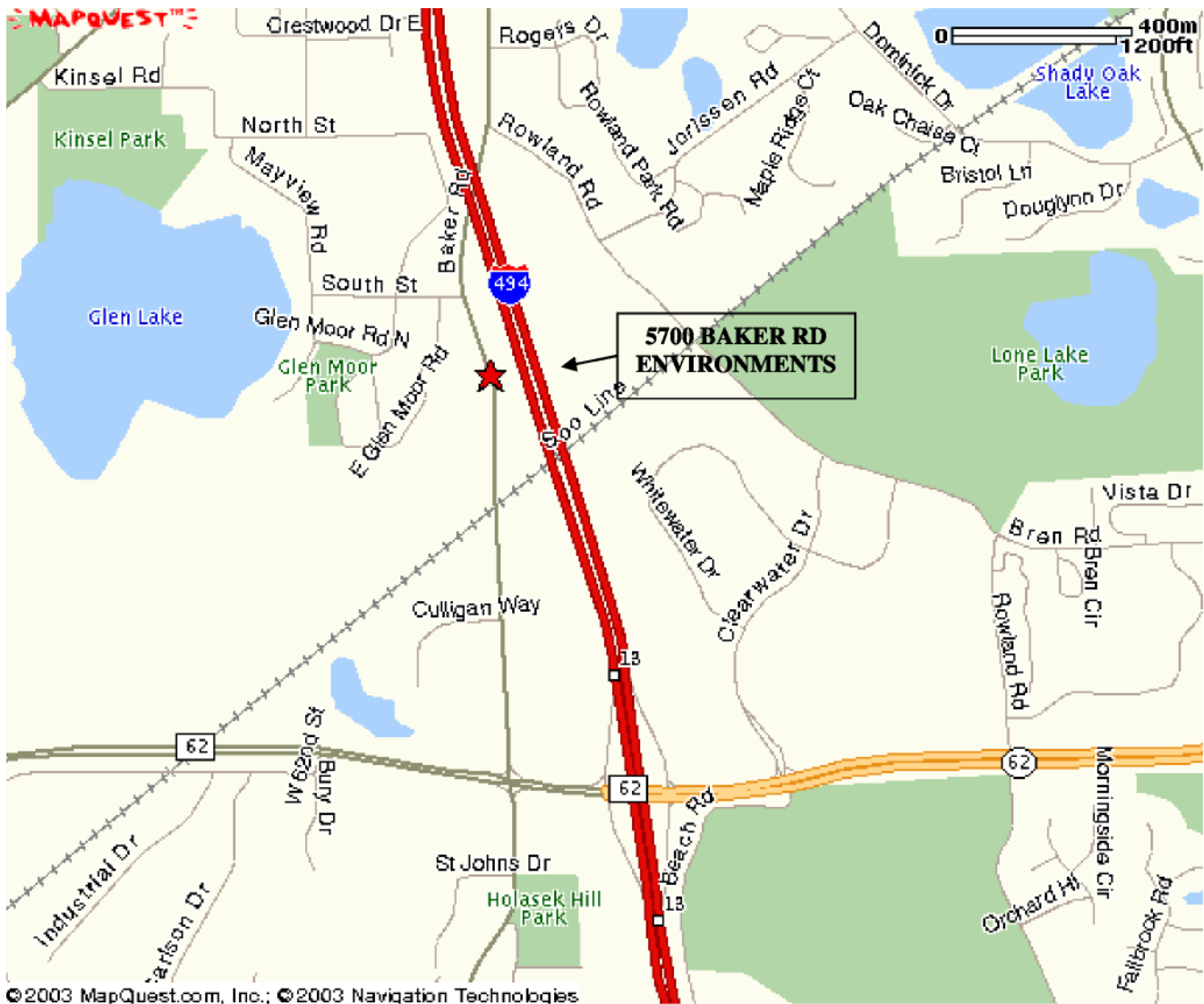
As in past years, the club will supply the food, you bring your appetite. Be there at 11:30am, for some not to serious tire kicking and talking about your favorite Lincolns. Lunch will be served up about 12:30pm.

There will be an auction after lunch. Search out your garage or basement for any item you can spare for the auction. And it doesn't have to be auto related. But please, don't try to donate your neighbors hydrangea. The proceeds will be used to sponsor club activities.

To insure that we have a sufficient amount of food on hand, please call Roger Wothe at 952-473-3038, 952-912-7630 or email: rwothe@mchsi.com by Monday, September 18th and let him know if you are planning to attend.

There will be some great cars, good food, lots of fun and some really neat Lincoln people.

CALL OR EMAIL ROGER TODAY. DON'T MISS THE FUN.

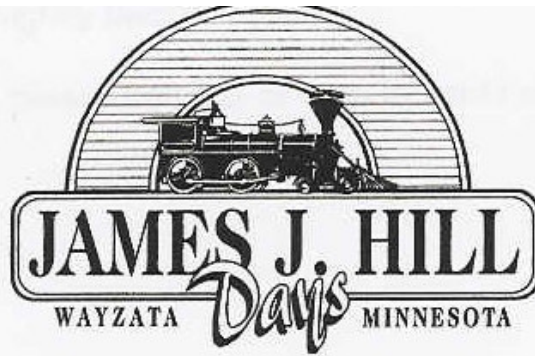


NORTHSTAR LCOC ANNUAL PICNIC. SUNDAY, SEPTEMBER 24th, AT 11:30am.

HOSTED BY ROGER AND BARB WOTHE.

DIRECTIONS: CROSSTOWN (HIGHWAY 62) OR HIGHWAY 494 TO INTERSECTION OF CROSSTOWN AND 494. WEST ON 62 FOR ABOUT 2/10THS OF A MILE TO INTERSECTION OF **BAKER ROAD**. NORTH ON BAKER ROAD TO PICNIC SITE, 5700 BAKER ROAD, WHICH IS ON THE WEST SIDE. LOOK FOR "ENVIRONMENT'S INC."

DON'T FORGET TO RSVP ROGER AT 952-473-3038 OR EMAIL: rwothe@mchsi.com WITH THE NAMES OF PEOPLE ATTENDING.



Wayzata Chamber of Commerce 32nd Annual James J. Hill Days - "Track Back in Time"

VINTAGE AUTO OWNERS

On Saturday, September 9, 2006, Wayzata will be celebrating its Thirty-Second Annual James J. Hill Days. The weekend festivities will include a Food Fair, Carnival, Arts and Crafts Fair, Sidewalk Sales, Steamboat Minnehaha Tours, a Pig Roast, Passenger Train Rides, and many other activities including a Vintage Car Display from 10:00 AM to 4:00 PM at the south parking lot of the Wayzata Bay Center.

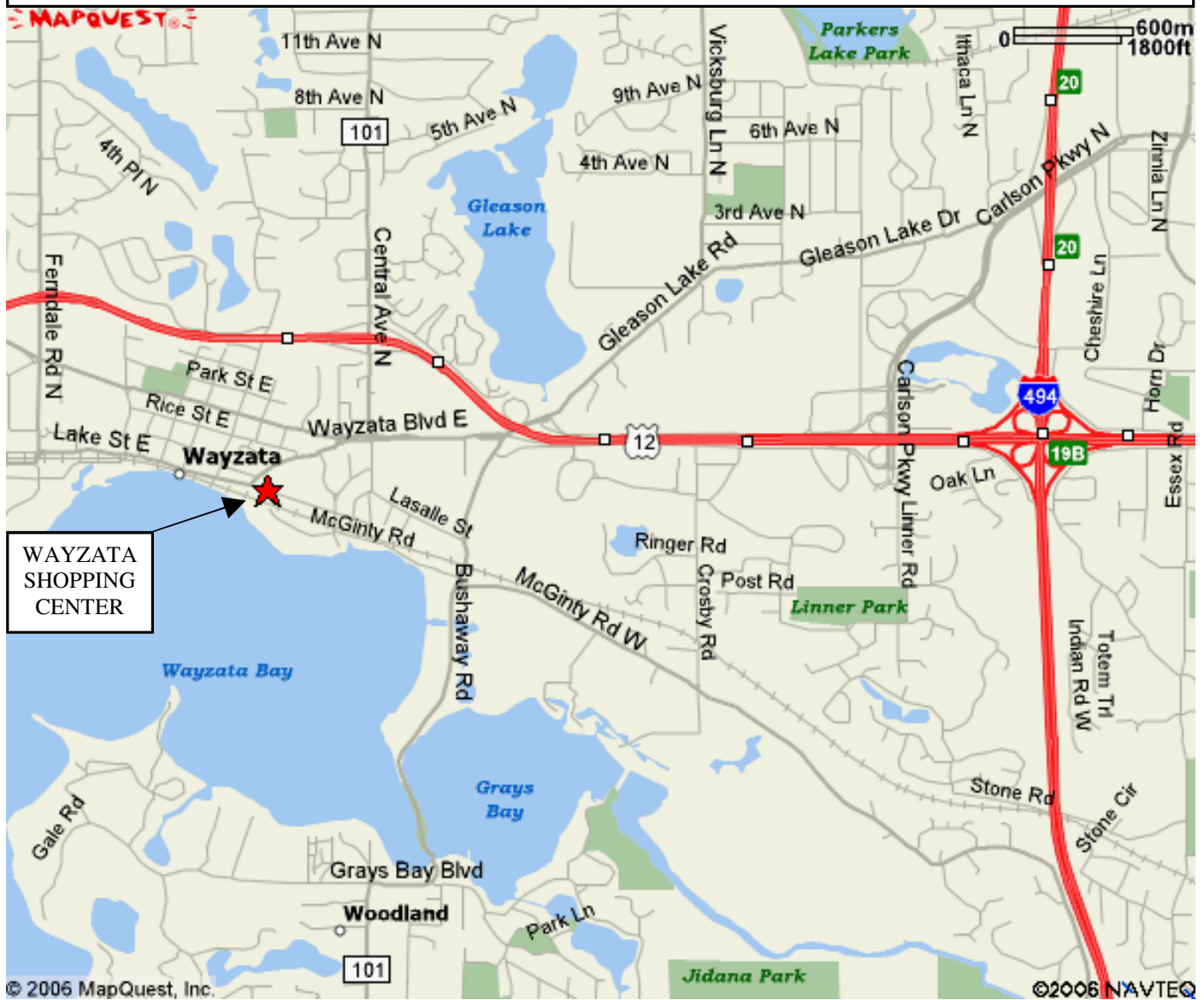
You are cordially invited to bring your classic, vintage or special interest auto (at least twenty-five years old) to the 32nd J. J. Hill Days Celebration. Many of you will remember the show we had two years ago during Wayzata's 150th Birthday and have asked if we would do it again. We had about seventy great cars and trucks and would like to increase that to one hundred this year. This will be a "Show and Shine" event with no judging or trophies so here is your chance to get together with other vintage car enthusiasts and "kick the tires".

Please call, write, fax or email by September 5th – your name, year and make of your car or cars and a phone number or email address where you may be reached. Please arrive before 10:00 AM and follow the signs to the Lake Street entrance to the Wayzata Bay Center south parking lot. You will be directed to a pre-assigned parking spot. There is a map on the reverse side of this page, but contact me if you need directions.

Roger Wothe, 133 Grove Lane, Wayzata MN 55391-1618
952-473-3038 home, 952-473-0244 fax, 952-933-9981 office or

THIS WAY TO WAYZATA BAY

DON'T MISS OUT ON THE FUN!

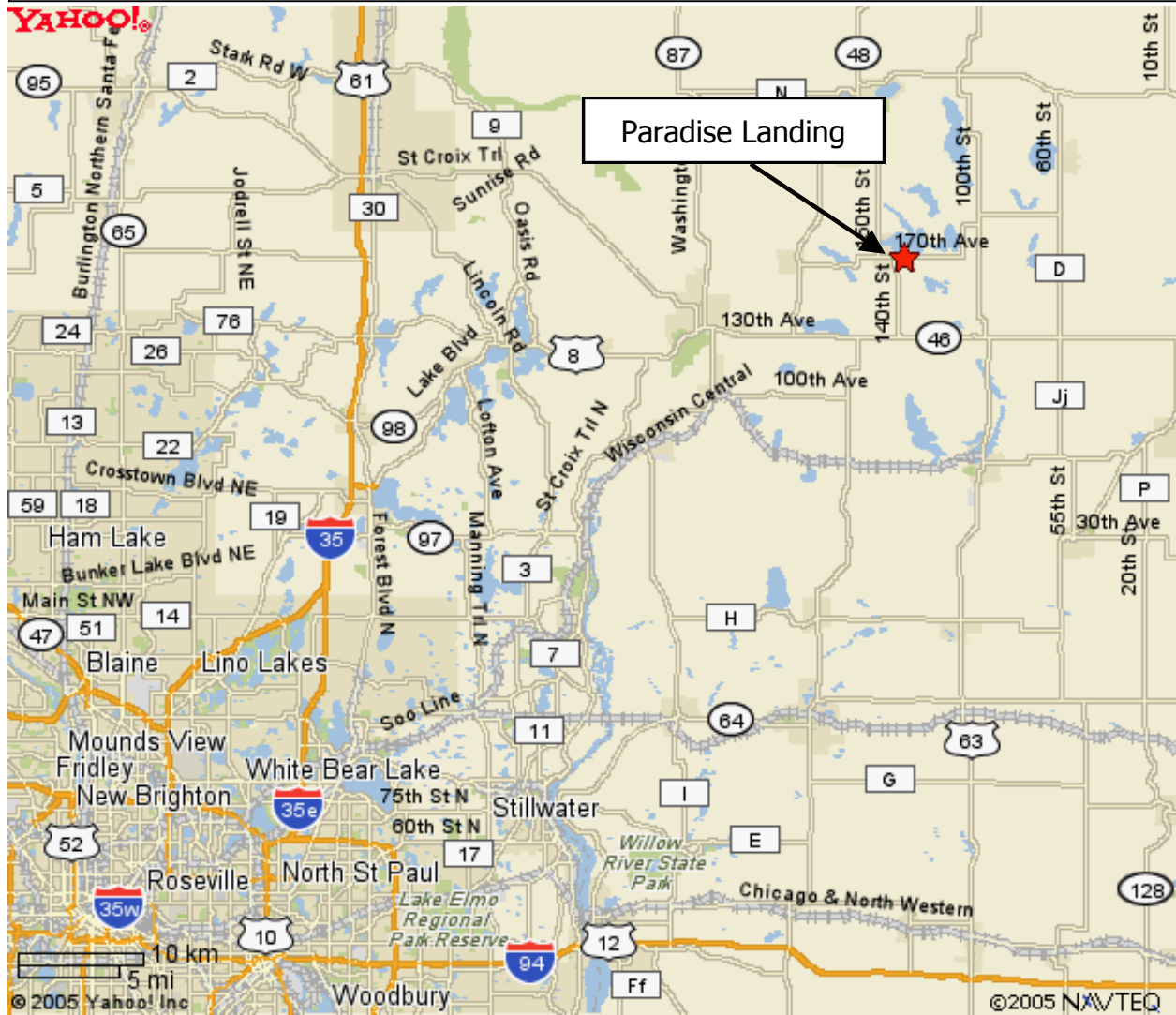


I494 TO HIGHWAY 12 WEST. CONTINUE ON HIGHWAY 12 TO WAYZATA BOULEVARD EAST - BUSHAWAY ROAD. FOLLOW WAYZATA BOULEVARD EAST TO DOWNTOWN. YOU CAN'T MISS THE WAYZATA BAY SHOPPING CENTER.

THERE WILL BE A WIDE VARIETY OF CARS AT THE SHOW. SEE YOUR OLD FRIENDS AND MEET SOME NEW ONES. LET'S HAVE A GOOD SHOWING OF LINCOLNS ON SATURDAY, SEPTEMBER 9TH.

PLEASE CALL ROGER WOTHE FOR MORE INFORMATION.

Paradise Landing, Sunday Brunch, October 15th, 2006



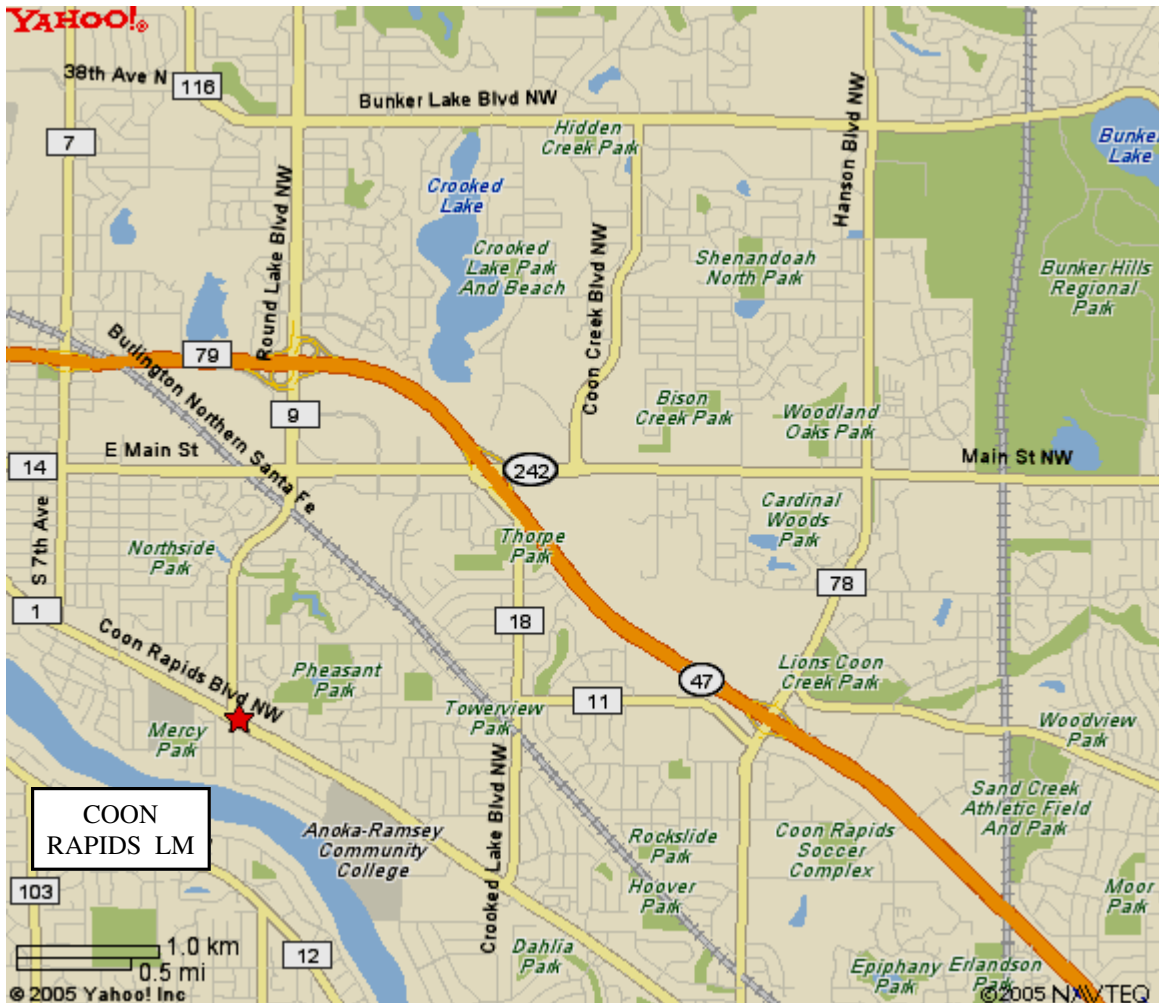
Yipes! We had so much fun last April, we are going to go back again! Sunday brunch at Paradise Landing, Balsam Lake, Wisconsin. We plan on caravanning there. ***We will meet at the SUNRAY Shopping Center parking lot at 10:00AM. Highway 94, St. Paul East Side, If you don't see any Lincoln's, you are not at the right place.*** Be at Paradise Landing at 11:30AM.

Paradise Landing, originally Paradise Supper Club, was built in the early 1900's as a social gathering place for the residents of Balsam Lake. People around here were pretty happy with that idea.

Something nice, but relaxed. The way lake people are. Big enough for everyone around the lake to drop in. Paradise Landing is noted for their good food, great service, and reasonable prices. Last April the club members attending had a great time. We want to repeat the trip and give those who missed the trip another chance. We should have great fall colors too. Call Bob Johnson at 651-257-1715 or email: arbor-bob41@aol.com if you plan on attending by October 10th.

FALL LINCOLN SHOW, SATURDAY, OCTOBER 7, 2006

Coon Rapids Lincoln Mercury



Getting There: 694 to East River Road to Coon Rapids Blvd NW. Car Show is on the Northeast corner of Round Lake Blvd and Coon Rapids Blvd.
Alternate, Hwy 10 to East River Rd/Coon Rapids Blvd NW.

Once again we return to Coon Rapids Lincoln Mercury, 3789 Coon Rapids Blvd, 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 at one of the nearby restaurants. Shuttle transportation back and forth will be provided by Coon Rapids Lincoln Mercury. Set this date aside now. Lets get those Lincolns out for one last time this year. The last two years we had great weather and good times. Lets do it again this October 7th.

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