

NORTHSTAR NEWS

Our Pride and Joy

Our 1989 Mark VII LSC, by John and Dorothy Palmer.

In June 2009 as we were cruising e-bay, low and behold we

spotted this gorgeous, 1989 Lincoln Mark VII LSC, showroom new collector car.

It was love at first sight. We have several other Lincolns, but thought this would be a fun one to take to the Lincoln and Continental Owners Club Nationals. After checking the CARFAX, we found out it was on its third owner, never been in an accident or damaged in any way, and the best part was the mileage as listed was just 3,200 miles. Yes, that is right, JUST Thirty Two Hundred miles. WOW!! Owned by a party in Palm Bay, Florida. Now what to bid, without losing the farm. We called and spoke to the owner. He was selling the Mark because he had moved, and now had limited garage space, had some other cars, and the



city would not let him build or add on additional garage space.

He told us it was spotless, very clean, had the new car smell and the undercarriage still had the original Ford stickers. Well, after giving our maximum bid and watching, on our anniversary, we had the high bid, and the reserve price was met. We made the down payment, now how to get it here. The owner said he would on a flat open trailer. I thought John would go though the roof. Well, we decided to make a trip to Florida and pick it up with our enclosed trailer.

We arrived in Palm Bay late on a Monday afternoon. The LSC was better than he had said, and it took our breathe away. The car was loaded into the trailer, the air suspension bags decompressed and strapped down. We spent the night

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

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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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in Palm Bay, and in the morning, I walked on the beach for a while, then we were on the road again. We were back home in Barnum, MN Thursday morning with the Mark VII.

We made it to the Emeritus Division after attending the National LCOC meets in Pennsylvania, Florida and Nebraska in the last year and a half with our 1989 Lincoln Mark VII LSC *Showroom New Collector Car*.

The travel, the events, the tours, the food, the Lincolns, and most of all, the many friends that we have made along the way are beyond words. John and I have loved every minute.

Editors note: It is hard to believe that this very fine car is actually twenty-two years old. It looks fresh from the factory in all respects. And unlike other "time capsule" cars, this one was well maintained throughout the years and driven, although sparingly to keep all the mechanical parts functioning as they should. Every now and then one of these low mileage Lincolns turns up on ebay or through other venues. Do your research and think about buying one. You may get the car of a lifetime.



Under the hood, it looks as though it just came off the assembly line.

Trivia from the Internet



Bernard Silver
1925 - 1963



In 1948 Bernard Silver, a graduate student at Drexel Institute of Technology in Philadelphia, Pennsylvania, USA overheard the president of the local food chain, Food Fair, asking one of the deans to research a system to automatically read product information during checkout. Silver told his friend Norman Joseph Woodland about the request, and they started working on a variety of systems. Their first working system used ultraviolet ink, but this proved to fade and was expensive.

Convinced that the system was workable with further development, Woodland left Drexel, moved into his father's apartment in Florida, and continued working on the system. His next

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Editors Message

April 2011

It's the crazy season of the year. Just barely escaping winter, but not quite spring. A few nice days to tease us, but still some cold wind and rain to douse our spirits. The days are really much longer, with more daylight than darkness, just a little while longer, and this long-suffering winter will be but a bad memory.

April should be a good month. Another Sunday brunch is planned, with full details on the last page of our newsletter. In addition, on April 30, the last Saturday, the Lincoln club has been invited by the Classic Car Club to once again join them on a driving tour to visit a few great car collections. For those who have participated in past tours, these are fun. We get to spend the better part of the day riding around the countryside with old friends and seeing some nice collections that many of us have never seen before.

It is the last weekend of the month, and as usual, we are trying to string random thoughts together in some meaningful order in order to publish what a few so kindly refer to as the Lincoln club newsletter. We do want to thank all of you out there that have contributed so much to our efforts, articles, suggestions, and those very kind words that help inspire us to keep the presses going every month. Julia and Jack Vanatta suggested our trivia col-

umn for this month. Marion and I were sitting next to them at the last brunch, the discussions were roaming wonderfully from one interesting subject to another, and the "bar code" was brought up. It was interesting enough to make the list, and besides, there was a lot out there on the internet about it. Who ever knew that what we first saw on the sides of railroad cars back in the late '60's would eventually be imprinted on virtually every-

thing that we purchase today.

It was recently announced by J.D. Power, that Lincoln received the highest score for long-term durability among all vehicle brands in the 2011 Vehicle Dependability Study (VDS). Lincoln received the highest score for durability in annual industry study of three-year-old vehicles. Ford Motor Company has four award recipients in their respective model segments and the Lincoln MKZ is the second-highest performing vehicle in the study. This is a wonderful tribute to the progress that Ford Motor Company has made in the improvement of their brands. Please stop by your local Ford Lincoln dealer and see what wonderful products are on his showroom floor. You will like what you see.

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



Sweet Faithie, observing a moment of silence for her friend, the Snowman, who passed away of a heat attack.

*Directors Message by Bob Johnson**April 2011**(Continued from page 3)*

inspiration came from Morse code, and he formed his first barcode from sand on the beach. "I just extended the dots and dashes downwards and made narrow lines and wide lines out of them. To read them, he adapted technology from optical soundtracks in movies, using a 500-watt light bulb shining through the paper onto an RCA935 photomultiplier tube (from a movie projector) on the far side. He later decided that the system would work better if it were printed as a circle instead of a line, allowing it to be scanned in any direction.

On October 20, 1949, Woodland and Silver filed a patent application for "Classifying Apparatus and Method", in which they described both the linear and bullseye printing patterns, as well as the mechanical and electronic systems needed to read the code. The patent was issued on October 7, 1952 as US Patent 2,612,994. In 1951, Woodland moved to IBM and continually tried to interest IBM in developing the system. The company eventually commissioned a report on the idea, which concluded that it was both feasible and interesting, but that processing the resulting information would require equipment that was some time off in the future.

In 1952, Philco purchased their patent, and then sold

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Where did the 50-degree temperatures during the middle of March go? Monday, March 21, was worst than April 1, April Fools Day came early here in Shafer. We received over 10" of wet snow, my computer was hit by a virus, got the car stuck in the snow trying to take the PC to the repair shop, and then blew a fuse in the electric clutch on the snow blower. But I did get enough snow removed so I was able to shovel enough to get in and out of driveway. Put a new fuse in the snow blower and it melted in the fuse holder. That is another problem to be solved later. The rest of snow will just have to melt. Remember last March, NO SNOW for the whole month, we were not that lucky this spring.

The joys of the internet, where the word of any event can be spread instantaneously. I thank all of you for the cards and words of encouragement for reaching my 70th Birthday. Jack and Marilyn Fletcher thought I would like an "Off-Road Vehicle" for my Birthday, but thought he could find me a 2009 Black Town Car that would serve the same purpose. Seriously, we are really glad to see that Jack survived a potentially fatal car accident with just being stiff and sore over his whole body.

We will try a new venue for our Sunday Brunch, on April 10, 11:30AM. Our destination will be the Running Aces Harness Park, in Columbus (Forest Lake, just west of I35), 15201 Zurich St. NE, 55025. We will have a semi-private area with a view of the race track, but alas, there are no races scheduled during the day on Sunday. This is a beautiful new facility, and food is very good, the price is \$16.95, but you can get a free membership that has a \$4 saving for your meal, come early and fill out a membership card. Please RSVP to Bob Johnson, by Friday April 8, call 651-257-1715 or email arborbob41@aol.com.

Just think, our first car show for 2011 will be in 58 days, that sure seems sorter than saying in two months. Please plan to attend our third Annual Lincoln Car Show, Morris Ford, Lincoln, in Minnetonka on Memorial weekend, Saturday, May 28, 10:00 AM to 3:00 PM.

Our Sunday Brunch, on March 13, at Tinucci's, in Newport was attended by 16 members. Everyone was on vacation in Florida or Arizona, it has been a very long winter. Food and fellowship was just the best, Ted Anderson reported that he may be able to drive his 1948 Lincoln to one of our car shows this summer. Pictures and an article are elsewhere in newsletter.

Dave still needs "MY PRIDE and JOY ARTICLES". We want to feature your Lincoln, but first you have to write the article, if you need some assistance, Dave Gustafson will help you in any way possible

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

March Northstar Board Meeting

BOARD OF DIRECTORS MEETING

March 3, 2011

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it to RCA the same year. In 1963, Silver died in a traffic collision.

During his time as an undergraduate, David Collins worked at the Pennsylvania Railroad and became aware of the need to automatically identify train cars. Immediately after receiving his master's degree from MIT in 1959, he started work at GTE Sylvania and began addressing the problem. He developed a system called **KarTrak** using blue and yellow reflective stripes attached to the side of the cars, encoding a six-digit company identifier and a four-digit car number. Light reflected off the stripes was fed into one of two photomultipliers, filtered for blue or yellow.

The Boston and Maine Railroad tested the KarTrak system on their gravel cars in 1961. The tests continued until 1967, when the Association of American Railroads (AAR) selected it as a standard, Automatic Car Identification, across the entire North American fleet. The installations began on October 10, 1967. However, the economic downturn and rash of bankruptcies in the industry in the early 1970s greatly slowed the rollout, and it wasn't until 1974 that 95% of the fleet

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Regional Director Bob Johnson called meeting to order at 6:40 PM at Culver's Restaurant in Maplewood. Board Members present were Bob Johnson, Bob Gavrilesco, Bob Roth, Dave Gustafson and Harvey Oberg. Other region members present were, Faye Oberg and Mary Johnson. The minutes of the previous meeting and agenda for this meeting were approved.

Regional Director Bob Johnson discussed 2012 Bloomington National Meet Status.

On Friday, February 25, Barb Wothe, Mary Johnson and Bob Johnson met with Kathy Kieffer; MPL Specialties for ideas on meet clothing and design for Meet Logo. Bob Johnson presented the Meet logo design, with a western theme "*The Lincoln Round up 2012*". This design was approved by Board and will be used for our meet dash plaque. Mary and Bob wore white T-shirts displaying the Meet logo design. Ladies clothing will have *BLING* on design, which is a great effect. On Tuesday, March 1, Bob Johnson met with Park Plaza new hotel representative, Carey Gartner, to add two meals to meet activities: On Wednesday night, August 15, a free early bird welcoming meal and on Thursday night, August 16, a southwestern style welcoming night meal. Meet function responsibilities are complete, and Bob thanked everyone who has stepped up to help during this National Meet. Bob will also be looking for additional help, as we get closer to actual meet time.

Up coming activities, we will hold our 9th Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of Kolacky Days 13th Annual Classic Car Show, 9 AM to 3 PM, \$8 entry fee. Lincoln will be the featured marque with separate parking. We will have our car show 9 AM to 2 PM, at 3 PM will be Kolacky Days awards, with a Car Cruise following the awards. A Sunday brunch at Running Aces in Forest Lake and Paradise Landing in Balsam Lake are in planning stage.

Secretary Roger Wothe is on vacation in Arizona.

Treasurer Harvey Oberg reported the treasury balance to be \$2637.46 with all bills paid. Forty-five more 2011 dues checks were received from Dave Gustafson and are not in the total.

Membership and Publications Director Dave Gustafson reported another 45 members renewals have been received so far, bring total to 113 so far. Dave still

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A very different Pride and Joy

By Jack and Marilyn Fletcher

For nearly thirty years, Marilyn and I have been showing Lincolns (and a 67 Mustang Convertible) at various local, regional, and national events. We belong to three regions of LCOC, as well as AACA, and at one time the National Mustang Club. Our Lincolns, however, were and always will be “our pride and joy”. We probably have averaged at least six major shows each year, to say nothing of several “municipal” and “drive-in” Saturday night or Sunday all marque “events”. Moreover, we are proud to say that we have driven our cars to each and every one, *although we must be truthful in acknowledging that we have had our cars trailored or shipped home on several occasions.*

While serving as the trophy chairman for the AACA Blackhawk Region National Fall Meet in 2006 I noticed some really nice scooters being judged. (AACA has a class for scooters that are 25 years old or older.) At the time it seemed to me that this would be a fun way to attend events – arrive at a meet with a nice 100-50 pound scooter in a rack on the back of a car without having to complete the ever present mechanical and beauty contest tasks that are associated with showing a 40 to 50 year old, two-and-half ton Lincoln.

Little additional thought was given to scooters, however, until about two years later when I was in my local mechanic’s shop and noticed a 1978 Honda Express, model NC-50, with 1125 miles on the odometer, awaiting to be picked up by its owner. I asked Joe, the owner of the shop, to find out if the owner of the scooter wanted to sell it. I was told he did not, it was his

father’s, bought new in Iowa and the father and his friends had a little club that used to meet periodically at a restaurant for breakfast. The scooter was lime green, and his father used to wear a pink jump suit when he rode it. (*What a sight this must have been.*)

The scooter sat in Joe’s shop for over a year. I must have asked Joe forty or fifty times to tell the owner that he was going to sell me the scooter for storage fees. One day, Joe mentioned the name of the owner, “Milo”. How many “Milos” do you know? One was my neighbor who happened to be the owner of the scooter. The very next time I saw him, I asked Milo if he wanted to sell the scooter, and he said “no”, it was his late father’s favorite toy, and he was never going to part with it.

Soon thereafter, Joe, wanting to get the scooter out of his shop, delivered the toy to Milo, where it accumulated dust in his garage for nearly a year, being ridden only once around the block. At a neighborhood picnic in September 2009, I asked Milo why he wasn’t riding his scooter. His reply was that he had trouble balancing it and what he really needed was a three-wheel bicycle. I responded, “Give me the scooter and I’ll buy you an adult tricycle.” The deal was firmed up with a handshake, and I took the scooter home that night. (*The year before at our neighborhood picnic, I made a deal with a different neighbor to buy a low mileage car that he was going to trade in the following day. We shook on the deal, but he claims that the dealer made him a better offer so he let the dealer have it. I wasn’t going to take any chances on the scooter.*)

Our new toy, (*Marilyn doubts that she*

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was labeled. To add to its woes, the system was found to be easily fooled by dirt in certain applications, and greatly affected accuracy. The AAR abandoned the system in the late 1970s, and it was not until the mid-1980s that they introduced a similar system, this time based on radio tags.

The railway project had failed, but a toll bridge in New Jersey requested a similar system so that it could quickly scan for cars that had purchased a monthly pass. Then the U.S. Post Office requested a system to track trucks entering and leaving their facilities. These applications required special retro reflective labels. Finally, Kal Kan asked the Sylvania team for a simpler (and cheaper) version, which they could put on cases of pet food for inventory control. This, in turn, interested the grocery industry.

In 1967, with the railway system maturing, Collins went to management looking for funding for a project to develop a black and white version of the code for other industries. They declined, saying that the railway project was large enough and they saw no need to branch out so quickly.

Collins then quit Sylvania and formed Computer Identics Corporation. Com-

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Mark VII Motorhome On Sale at Shafer Motors

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puter Identics started working with helium-neon lasers in place of light bulbs, scanning with a mirror to locate the barcode anywhere up to several feet in front of the scanner. This made the entire process much simpler and more reliable, as well as allowing it to deal with damaged labels by reading the intact portions.

Computer Identics Corporation installed one of its first two scanning system in the spring of 1969 at a General Motors (Buick) factory in Flint, Michigan. The system was used to identify a dozen types of transmissions moving on an overhead conveyor from production to shipping. The other scanning system was installed at General Trading Company's distribution center in Carlsbad, New Jersey to direct shipments to the proper loading bay.

In 1966, the National Association of Food Chains (NAFC) held a meeting where they discussed the idea of automated checkout systems. RCA had purchased rights to the original Woodland patent, attended the meeting and initiated an internal project to develop a system based on the bullseye code. The Kroger

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Bob and Mary Johnson's latest endeavor, the Mark VII Motor Home.

Last fall, while touring the country on behalf of the Lincoln club, Bob and Mary Johnson, happened upon a warehouse filled to the rafters with a myriad of interesting things. Off to one side were a number of motor homes, which looked, both strange and strikingly familiar. Manufactured by the now defunct Star Fire Company, they were in new condition. Upon closer inspection, it appeared as though time had stood still, everything about them looked brand new, including interiors, and only had a few miles on the odometers.

Almost simultaneously, both Bob and Mary proclaimed that we just have to have one of these and this is the kind of product that really would put Shafer Motors on the map. What were they so excited over? It was the Star Fire Motor Coach, manufactured during the 1980's, which incorporated some of the very fine styling of the Lincoln Mark VII. As you know, Bob and Mary have been big boosters of Lincoln and the Mark VII for many years, having one of the truly finest Mark VII Custom convertibles, which has garnered many trophies at shows.

After much time, Bob was finally able to determine that the motor coaches

belonged to a small bank in Arkansas, which received most of the assets of the manufacturer upon bankruptcy. Hours of negotiations ensued and Bob was finally successful in obtaining the completed motor coaches, a stock of remaining parts, the assembly drawings, trademarks and manufacturing rights for future production. Bob had all this stuff loaded up into semi trucks and transport vehicles for the trek back to Shafer. Several idle hangers at the Shafer International Airport were leased to store this valuable inventory.



Note the classic "Continental" tire motif on the rear of the coach.

Bob then scheduled an appearance before the Shafer Economic Development Council (EDC) with a plan to begin

production of the Mark VII motor coach. With the promise of manufacturing jobs with union scale pay and benefits, Bob won over the hearts of the EDC before the meeting was over. Papers have been signed, and loans have been made. With good financing established, it was relatively easy to locate a permanent facility and to install all of the necessary production equipment.

The Mark VII motor coach comes very well equipped, with the finest of interior trim and accessorized with equipment that you would only expect to find in much more expensive coaches. Arrangement have been made with Ford to obtain genuine Ford and Lincoln components, which

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grocery chain volunteered to test it.

In mid-1970, the NAFc established the U.S. Supermarket Ad Hoc Committee on a Uniform Grocery Product Code, which set guidelines for barcode development and created a symbol selection subcommittee to help standardize the approach. In cooperation with consulting firm McKinsey & Co., they developed a standardized 11-digit code to identify any product. A wide variety of barcode approaches were studied, including linear codes, RCA's bullseye concentric circle code, starburst patterns and others.

In the spring of 1971, RCA demonstrated their bullseye code at another industry meeting. IBM executives at the meeting noticed the crowds at the RCA booth and immediately developed their own system. IBM marketing specialist Alec Jablonover remembered that the company still employed Woodland, and he established a new facility in North Carolina to lead development.

In July 1972, RCA began an eighteen-month test in a Kroger store in Cincinnati. Barcodes were printed on small pieces of adhesive paper, and attached by hand by store employees when they were adding price tags. The code proved to have a serious problem. During printing, presses

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Board Minutes continued

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needs "My Pride and Joy" car articles.

Projects, Bob Roth reported that possibility of automotive themed wrapping paper is not a paying proposition as a club project.

There being no further business, the meeting was adjourned at 7:30 PM. The next meeting will be at 7:00 PM on Thursday, April 7 at Culver's Restaurant in Maplewood.

Respectfully submitted by Roger Wothe, from notes taken by Director Bob Johnson.

Board Meetings are held monthly, on the first Thursday of each month. Come join us and get involved in the decision making process and help make the Northstar LCOC better for everyone.

More Lincoln Motorhomes

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should satisfy even the most discriminating purchaser. For those wishing to order, interiors along with colors may be specified to suit the personal desires of each buyer.

As Bob Johnson expects the existing inventory to be quickly sold, he does invite you to stop by his open house at Shafer Motors on **April 1st** and to see in person just how special the new Lincoln Motor Coach is. Price will vary, but it is expected to be in the neighborhood of an arm and a leg. The dealership is located near the Shafer International Airport.

The John Trandems



Pictured above, a very happy John and Lydia Trandem on their Wedding day, November 27, 2010.

LCOC /Northstar Region Member, John Trandem, married Lydia (Benton) Trandem at Gethsemane Cathedral in Fargo, ND November 27, 2010. The wedding was well attended and much fun for all who came. As winter had arrived early in Fargo, no classic Lincolns were spotted outside the festivities. Lydia is well aware of all of John's Lincolns and actually likes them. They are making their home in Fargo, ND and doing some relaxing at their Juggler Lake home in Northern Minnesota.

John owns and operates Trandem Automotive Services in Moorhead, MN, and Lydia works for First Choice Clinic and North Dakota Family Alliance, both in Fargo. The couple graciously hosted a stop on the Bismarck or Bust garage tour last summer, and enjoyed meeting many of the Northstar members for the first time. We all wish John and Lydia a long and happy future and hope to see them at some of our activities.

Lincoln's are a really safe car!

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sometimes smear ink in the direction the paper is running, rendering the code unreadable in most orientations. A linear code, like the one being developed by Woodland at IBM, however, was printed in the direction of the stripes, so extra ink simply makes the code "taller" while remaining readable, and on April 3, 1973, the IBM UPC code was selected by NAFC as their standard.

NCR installed a testbed system at Marsh's Supermarket in Troy, Ohio, USA near the factory that was producing the equipment. On June 26, 1974, Clyde Dawson pulled a 10-pack of Wrigley's Juicy Fruit gum out of his basket and it was scanned by Sharon Buchanan at 8:01 am. The pack of gum and the receipt are now on display in the Smithsonian Institution. It was the first commercial appearance of the UPC.

In 1971, IBM had assembled a team for an intensive planning session, day after day, 12 to 18 hours a day, to hash out how the whole system might operate and to schedule a rollout plan. By 1973, they were meeting with grocery manufacturers to introduce the symbol that would need to be printed on all of their products. There were no cost savings for a grocery to use it unless at least 70% of the grocery's products had the barcode printed on the

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This past month on March 3, just before Noon, Northstar member Jack Fletcher was traveling West in the far left lane on the Kennedy Expressway (Highway 90/94) in Chicago. Jack's 2009 Town Car was struck in the rear right side, near the taillight, by a vehicle driven by one of two cars (it hasn't been fully determined which car struck Jack first) a 1998 Nissan sedan driven by Alberto Gomez or Maurice L. Doss behind the wheel of a 2006 Chevrolet Impala. The impact caused Jack's Town Car to spin into the center traffic lanes, where it was struck on the right side by either the Gomez or Doss cars or both of them. This resulted in the Town Car to spin into lane 1 (the far right hand lane) where it was again struck twice, first in the drivers door and then in the left rear passenger door by a large tractor-trailer combo driven by Larry Thompson.



Driver's side damage, Jack Fletcher's 2009 Town Car.

After what seemed to be an eternity, Jack's black Town Car finally came to rest facing East (in the West bound lane) resting along the left side of the Tractor Trailer Combo near the fuel tanks. Both of the other cars involved in the accident were black. Jack is unaware which vehicle initiated the contact and which vehicle was the second

hit to his Town Car on the passenger side. Extensive damage was caused to all of passenger vehicles involved.



Passenger's side damage.

Jack does not remember the speed of his vehicle at the time of impact, but knows that he was traveling with the traffic flow. He was not weaving from lane to lane nor was he trying to pass other vehicles. Jack's fine Town Car was taken to the Bel Park Services lot in Chicago, where it currently resides. Jack being a little better off was taken by ambulance to St. Mary and Elizabeth Medical Center, 2233 W. Division, Chicago, where his insurance coverage was immediately checked and then he was treated and released. Jack reports that he is well and very glad that he was behind the wheel of a very substantial Town Car on March



A despondent Jack with his Town Car.

3rd.

Jack and Marilyn Fletcher's finest

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product by the manufacturer. IBM was projecting that 75% would be needed in 1975. Even though that was achieved, there still were scanning machines in fewer than 200 grocery stores by 1977.

Economic studies conducted for the grocery industry committee projected over \$40 million in savings to the industry from scanning by the mid-1970s. Those numbers were not achieved in that timeframe and some predicted the demise of barcode scanning. The usefulness of the barcode required the adoption of expensive scanners by a critical mass of retailers while manufacturers simultaneously adopted barcode labels. Neither wanted to move first and results were not promising for the first couple of years, with *Business Week* proclaiming "The Supermarket Scanner That Failed."

Experience with barcode scanning in those stores revealed additional benefits. The detailed sales information acquired by the new systems allowed greater responsiveness to customer needs. By 1980, 8,000 stores per year were converting.

The global public launch of the barcode was greeted with minor skepticism from conspiracy

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will ever ride it) went into our shop, the original tires were replaced, a new battery was installed and a little cleaning and polishing took place. The end result, a 99-point scooter, looking like the day it was made. But, more importantly, after thirty plus years, it runs like new – even with a rider that slightly exceeds.

In the meantime, I went on-line to find out what I could on the Honda Express NC-50 Scooter. I was amazed at how much information is available on this unique vehicle.

Thousands were built and sold worldwide. Almost every imaginable part is still available, many NOS, at fair prices. I was able to download a complete 80 page Shop Manual, and just recently found two 1978 Owner's Manuals, in like new conditions. Additionally, from time-to-time a complete scooter is up for sale on e-bay. One caught my eye, a 1978 with 252 miles. I made a bid on it, ended up being the high bidder, but well below the reserve. A few days after the bidding closed, I got a call from the seller, who wanted to know if I was still interested, but at a

price slightly higher than my bid. I told him no, but if he would take my bid he had a sale. Two days later, with a brand new scooter rack in the hitch on my 2009 Town Car, I was on my way to Pennsylvania to pick up my second

toy – a bright orange clone.

This winter we've spent some time getting both scooters ship-shape for the 2010 show season. Present plans are to show them in at least two AACA meets. Even though the scooters are small, the AACA trophies for this class are the same size as those awarded a full-size auto.

The NC-50 was manufac-

tured between 1977 and 1982. It was designed to enter the large market for scooters that developed following the 1973 oil crisis. As such, it came with a fuel-efficient 49 cc single cylinder two-stroke engine. It was also designed to be simple to operate, as many owners would be inexperienced with or intimidated by larger, more complex motorcycles. The polished scooters are shown, ready for show, in the accompanying picture of Tyler and Cooper, my two grandsons, dreaming of the day the scooters will be theirs.



A PAIR of Pride and Joys. Two 99 point Scooters and two 100 point grandchildren.

March Brunch at Tinucci's

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theorists, who considered barcodes to be an intrusive surveillance technology, and from some Christians who thought the codes hid the number 666, representing the antichrist. Television host Phil Donahue described barcodes as a "corporate plot against consumers".

Barcodes such as the UPC have become a ubiquitous element of modern civilization. Some modern applications of barcodes include:

Almost every item other than fresh produce from a grocery store, department store, and mass merchandiser has a UPC barcode on it. This helps track items and also reduces instances of shoplifting involving price tag swapping.

Retail chain membership cards (issued mostly by grocery stores and specialty "big box" retail stores such as sporting equipment, office supply, or pet stores) use barcodes to uniquely identify a consumer. Retailers can offer customized marketing and greater understanding of individual consumer shopping patterns. At the point of sale, shoppers can get product discounts or special marketing offers through the address or e-mail address provided at registration.

From the internet

On March 13, the Lincoln club went back to one of our past favorites, Tinucci's in Newport for Sunday brunch.

While we didn't break any records for members attending, those who came all had plenty of good food to eat and lots of time to visit. It seems this year that an above number of Northstar members are fleeing the Great State of Minnesota for warmer climes. The long winter even drives the most hardy to such places as Arizona and Florida. Just think what they are missing. Sleet, cold and record snowfalls, that's what.

We did manage to get long time member Ted Anderson out of hibernation to attend. We have not seen Ted for some time and it was good that he could make it to one of our functions. He reports that progress is being made on his 1948 Continental and it may make it's first appearance yet this summer.



John and Dorothy Palmer

John and Dorothy Palmer were presented with a large picture poster displaying pictures taken at the Barnum car show this past June 12th, and out at their garage where they royally entertained us later that evening. All of our members really appreciate the generosity that John and Dorothy put forth to host such a fun filled event. The Northstar Board also wants to thank our members for their attendance at our events and the contributions that they have made to the club this past year. Our club is only as good as our members, and we have a really great club.

A brief membership meeting along with the drawing for door prizes was held before brunch. This change was implemented to make it a little easier for those who might have to leave a little early. Bob reviewed some of the planned activities for 2011 and talked a little about our planned 2012 Mid-America LCOC meet. We then went on to the door prize drawings and Lincoln blanket throws were won by Carole White and Marion Gustafson, just the perfect thing for the two or three remaining cold days of winter 2010-2011. Ted Anderson won a Northstar Region baseball cap, which should be a great thing to have at our summer events.



Jay and Carole White

Our next event will be at Running Aces on April 10th. Details on last page.

ALWAYS have a fire extinguisher handy!!!

by Francis Kalvoda Willmar MN 320-235-5777 fjk@charter.net

I have always been a believer in fire extinguishers. It is not just a ‘requirement’ at LCOC meets. I am writing this now to caution all of you starting your vehicles after their winter storage. About four years ago I had my first (and hopefully last) engine fire. I was starting my 1950 Mercury for the first time in the Spring. It started fine, I ran it for about 15 minutes, and then I noticed a puddle under the car. I had been running the car inside my storage building. I drove the car outside, investigated the puddle – it sure smelled like gas. With the engine still running I looked under the hood and could not see where the gas was coming from. I put my hand under the sediment bowl and at the exact moment I felt wetness on the bowl I also felt the fireball surrounding my head. I quickly stepped out of the fire ball and noticed my right hand engulfed in fire. I could have risen by arm and did my Statue of Liberty impersonation, but without the robe and crown. I quickly discovered that waving my hand did not put out the fire; putting my hand in my closed armpit did. The Mercury’s engine was still running and the fuel pump was fueling the fire. I turned off the ignition, ran about 60 feet inside my building for a fire extinguisher, ran back and extinguished the fire. It could have been worse. I could have been caught ‘red’ handed without a fire extinguisher. It would have been much better for my car and my heart if that fire extinguisher was in or near the car instead of at a distance inside the building. The wiring and windshield was replaced, the front clip repainted. I believe the cause of the fire was a deteriorated short hose between the fuel pump and the gas line.

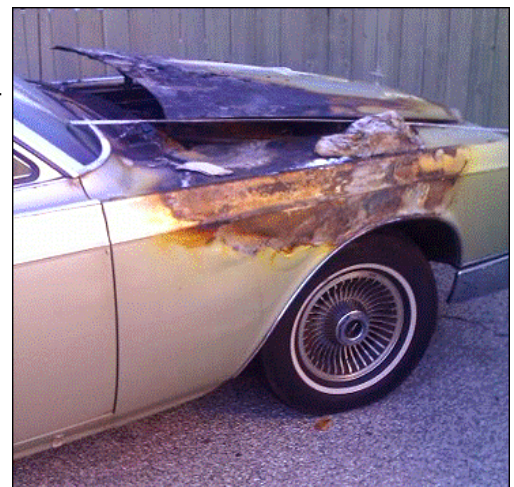


I received the following pictures and information from William Cooke of Covina, California; the fellow from whom I purchased my 1987 Lincoln Formal Town Car. Earlier this year his wife Meghan was just a ¼ mile from home with their 1966 Continental Convertible when the tragic fire occurred. Meghan is fine but as you can see by the pictures, the car is toast. William’s photos illustrate the major point of this article: “Why you should ALWAYS have a extinguisher in your car... AND why you should check it yearly.” William had this ’66 Lincoln for 13 years and the insurance company has totaled it. If you know of a driver quality 1966 Continental Convertible let me know and I will pass the infor-

mation on to William and Meghan.

William, Meghan and I know from personal experience, fires don’t just happen to other people. Always have fully charged fire extinguishers in your home and in your vehicles.

By the way, if you have any “fire stories” pass them along, our readers will surely find them of interest.



You May Be Interested in these Items for Sale

For Sale;

I am offering up for Sale the 2002 Blackwood LT. to the local LCOC members first before I go national. I believe most of the members know about the truck as one of the best. Always garaged and it has all the bells and whistles you could have in any vehicle. Too many to mention, including heated and air conditioned seats. I'm not sure of the mileage but it is in the 40,000 area. We drive it sparingly, just enough to keep it fresh. I will also be putting both the 56 MK II and 70 MK III for sale in the near future. Watch for them when the weather warms up a bit. Of course you all know that Tim Purvis was the builder, and he was the best. Please contact Gaye Purvis at 651-459-6176 or Cell 651-233-9976 or email Dickido@AOL.com

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:

1956 Lincoln Pink Pearl Premiere 2 dr HT. \$27000. 1956 White Pearl Lincoln Continental Mark II, \$25000. 1956 Lincoln Convertible with parts car, \$20000. Jack Simler, 320-834-4784.

For Sale:

1978 Town Car, light jade metallic, dark jade half vinyl padded roof, dark jade velour interior. 21K original miles, 400 V8, PS, PB, A/C, tilt wheel, power antenna, original Michelin tires, R134 A/C. This was Grandma's car. No winters, no rust... \$7,500. Ralph Groth 608.781.3648

For Sale:

2 - front fenders, right and left for 1942 - 1948 Lincoln; Nose for 1946 - 1948 Lincoln. Front axle complete, Drums and brakes and wheels.

2 - Aluminum heads for 1946 - 1948 V12. No fins - \$150.00

Need the room, make offer.... Ted Anderson 763-561-8143

For Sale:

1988 Town Car, with 45,000 miles. Has new tires and battery, and looks like new. Gray with gray soft half-top, rectangular opera windows and side lights. Fairly price to sell at \$5,000. Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

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 Best offer will own me.

For Sale:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

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:

1991 Lincoln Town Car Executive Series - 17,900 one owner miles, always garaged and well cared for all it's life. Garnet Red with light gray leather interior. Asking \$7,900. Contact Steve Schneider, Oakbrook, IL area, 630.479.1778

For Sale

1957 Lincoln Premiere Two door hardtop. Frame off restoration, with everything either rebuilt or replaced by a long time Ford mechanic. It has been done right and the car is probably in better condition than when it left the factory in 1957. Body work and paint done by a well known area shop. It is absolutely beautiful, and would easily score close to 100 points at any LCOC meet. Over \$41,000 restoration costs. This Premiere has all of the accessories, with the exception of air conditioning. If you want one of the finest 1957 Premieres, please call John Boegeman at 952.445.3004. Remember, you cannot buy and restore one to this condition for less than my asking price.

For Sale:

1972 Mark IV \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Cragger 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. Contact Connie 952-835-4148

Preview of Coming Events

- April **Road trip** to the 23rd Annual **Salado Tri-Texas Regions Meet, April 15th and 16th**, at the Stagecoach Inn. Let's get the Lincolns ready for this great time and fellowship with the Texas regions. Call Bob Johnson for more information 651-257-1715.
Sunday Brunch, Sunday Brunch, April 10th, 11:30AM, Running Aces Harness Park, Columbus (Forest Lake), 15201 Zurich St. NE, 55025
- CCCA Garage Tour, Saturday April 30th.** See last page.
- May **3rd Annual Lincoln Car Show**, Morries, Minnetonka on Memorial weekend, **Saturday, May 30th**, 10:00 AM to 3:00 PM.
- June **Eastern National Meet, Laconia, New Hampshire, June 2 – 5**
Sunday Brunch, Sunday, June 12th, 11:30 AM, Cornerstone Pub & Prime, 26753 Forest Blvd, Wyoming, MN 55092
- July **Mid America National Meet, Pontiac, Michigan. July 27 – 31**
9th Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of Kolacky Days 13th Annual Classic Car Show, 9 AM to 3 PM, \$8 entry fee. Lincoln will be Featured Model with separate parking. We have our car show 10 AM to 2 PM, at 3 PM will be Kolacky Days awards. with Car Cruise following awards.
- August **Summer Picnic**, Sunday is moved to August, Prior Lake, with CCCA 11:30AM, Date yet to be confirmed
- September **5th Annual North Star Region, Lincoln Car Show**, Luther North Country, Ford, Lincoln Mercury, Coon Rapids, Saturday, September 10th, 10:00 AM to 3:00 PM
Western National Meet, Redmond, Oregon, September 15 - 17

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

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

www.northstarlcoc.org Click on publications.

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

North Star Events for April



We are off and Running to the *Running Aces Harness Park* for Brunch, Sunday, April 10. 11:30 AM

This little treasure, located just North of the Twin Cities, promises to be a great place for North Star Brunches.

Running Aces Champagne Sunday Brunch features carved Prime Rib, made to order omelets and waffles, peel and eat shrimp, a fabulous

dessert table featuring our hand-made sweets, and seven breakfast & lunch entrees!

Priced at \$16.95 per person, it gets even lower if you register for a free "Aces Reward

Card", bringing it down to only \$12.95. You may register for the card on line at:

www.runningacesharness.com or just come a little early. At \$4 saving per person, it's worth the extra effort.

Getting there:

Interstate 35E to highway 97/Lake Drive (exit 129). West on Lake Drive 1 mile to Zurich Street. Left on Zurich street for about 1/4 mile, follow signs into Running Aces Harness Park. This will be a good chance to meet your good Lincoln Club friends and say good by to all our winter woes. See you there on April 10th.

CCCA Spring Garage Tour

The CCCA Spring Garage Tour will be **Saturday, April 30, 2011**, and as in past years, the Lincoln club has been invited to come along. We will begin our odyssey at Canterbury Park, 11 Canterbury Road, Shakopee, MN

The tour will depart promptly at 9:00AM for what promises to be a great day of sightseeing. Attendance is limited to members of the CCCA, Lincoln, Packard and Cadillac clubs.

This will be the best way to spend the last Saturday in April, a full day of fun and visiting with other hobbyists. See some great car collections, have a nice lunch and enjoy the company of good friends. There could be no better way to begin the spring driving season.

See you there.... Don't miss this great kickoff of the summer driving season!