

Our Pride and Joy

By Ray and Jeanine Nelson.

The first time I saw a Jack Nicklaus Town Car, Signature Series, jewel green with a white top, in 1993, I thought it was the most beautiful car I had seen in a long time. I knew where there was one in Edina, and I would go out of my way to drive by it.



Ray and Jeanine Nelson are the very proud owners of this fine 1993 Special Edition Jack Nicklaus Town Car.

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.

Finally the temptation was too great, and I went to three different dealerships looking for one; White Bear, Prestige, and Quality Lincoln Mercury. I told them if they got a decent one in, to please give me a call; I would be interested. White Bear Lincoln Mercury called and said, "I think I have your car." However, when I got there and they showed me the car, I was disappointed to see that it had a green top, not a white one.

We took it for a ride anyway, and it ran beautifully. It had 30,000 miles on it. I asked the salesman if E & G Classic didn't owe him a favor. He said "probably, why?" After agreeing on a price, I said I would take the car if they would have E & G Classic put a white top on it. They agreed, so I went to E & G Classic and arranged for them to put a continental kit on it. It comes with just a hub cap, and I did not care for that, because it was not a Lincoln hub cap. I asked them if they

(Continued on page 2)

This Issue Contains

Feature Car of the Month	1	Directors Message	4
Club Information Page	2	Northstar board minutes	7
Editors Message	3	Northstar Region Events Calendar	15
Trivia...	3		

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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....

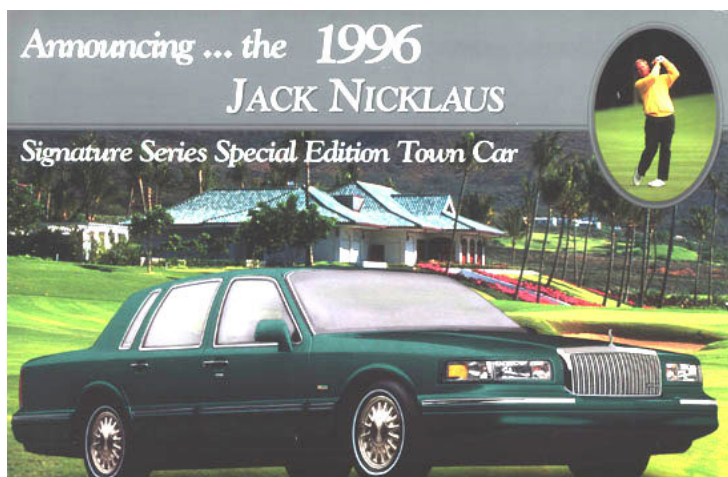
(Continued from page 1)

could fill in the hole where the hub cap was, and cover it with the same fabric as the top, and embroider Jack Nicklaus on it. They said they could do that.

Since January, 1994, when we purchased the car, we have had many enjoyable trips. We drove it 2 or 3 times to California, to Canada, and various other trips. The most memorable was a 7,000 mile road trip from here to the West Coast, along Route 66 to Old Highway 101, up to Seattle, The Black Hills, and home.

The car just turned 190,000 miles of trouble-free driving. The only major thing I have done is some work on the transmission. I am on my third set of Michelin tires.

It has been one of my favorite cars, and was also my mother's favorite. She loved riding in it. I am considering retiring it and looking for another Town Car, but just do not know if I can find anything to replace it, and it still runs like a top.



A Lincoln promotional postcard, mailed out to prospective buyers for the 96 Jack Nicklaus Signature Series.

Trivia from the Internet



Jack Nicklaus
One of the best
golfers ever

Jack Nicklaus: "I never went into a tournament or round of golf thinking I had to beat a certain player. I had to beat the golf course. If I prepared myself for a major, went in focused, and then beat the golf course, the rest took care of itself."

Jack William Nicklaus, also known as **"The Golden Bear"** was born, January 21, 1940, in Columbus, Ohio, the son of a pharmacist. He was raised in the suburb of Upper Arlington, and attended Upper Arlington High School. Overcoming a mild case of polio as a child, he took up golf at the age of 10, shooting a 51 at

(Continued on page 4)

Editors Message

November 2010

Winter is just around the corner, but hopefully that corner is weeks not days away. November and December, can be fairly pleasant months, with all the various activities distracting us from the winter doldrums. But when the last of the holiday lights are turned off in January, and the last decoration returned once more to the closet, winter seems all too much the cause for deep despair. The tough part seems to be the forty-five days beginning January 10th or so and running very slowly through to the third week

of February. After that, the days really seem to get longer and even though we know there is still the expectation of more snow, the end really seems in sight. In years gone by, we have had the return to sunny dry days at the end of March or early April. We will await those days, knowing full well, that the joy will return when we can drive the old Lincoln out the garage door and around the block.

One more North Star event this year. The return to Spasso for their wonderful Sunday brunch and a chance to visit once more with your good friends from the Lincoln club. We will have our own room and that should make for an atmosphere conducive to visit-

ing and perhaps meeting some of our new club members. Please make it a point to join us for the great finale of 2010. Full details are on the last page of the newsletter.

Thanks to Ray and Jeanine Nelson, two great ambassadors for the Lincoln club for their article about their 1992 Jack Nicklaus Town Car. Although 18 years of age, it still looks as stunning as the day, it was delivered. I have always loved that green color, and on the Town Car, it is even better. The "Factory Authorized" Conti-



Ch. Faithie is spending a little time visiting with her new friend Tom Turkey, who is passing through Burnsville on his way to Shafer, MN. Tom has been invited to spend the upcoming holiday as the guest of Bob and Mary Johnson of Shafer, MN. Faithie doesn't have the heart to tell this poor hapless, gentle creature that he probably does not have a bright or long future.

mental Tire kit, gives it a lot of extra eye appeal. When queried about the authenticity of this accessory by the Judging committee at Lincoln this past September, Ray claims that the factory papers on the Continental Tire assembly were devoured by the dog, shortly before their departure. As this is a perfectly plausible explanation, the Judges gave Ray a pass on this item.

If you have some time, stop by your Ford Lincoln dealer and check out the 2011 Lincoln MKX. If you want a crossover, this one's for you and it has some really great features.

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

(Continued from page 3)

Scioto Country Club for his first nine holes ever played. Nicklaus won the first of five straight Ohio State Junior titles at the age of 12. At 13, he broke 70 at Scioto Country Club for the first time. Nicklaus won the Tri-State High School Championship (Ohio/Kentucky/Indiana) at the age of 14 with a round of 68 and recorded his first hole in one in tournament play the same year. At 15, Nicklaus shot a 66 at Scioto Country Club, which was the amateur course record and qualified for his first U.S. Amateur Championship. He won the Ohio Open in 1956 at age 16 highlighted with a phenomenal third round of 64, competing against professionals. In all, Nicklaus won 27 events in the Ohio area from age 10 to age 17.

With the most victories in major championships (18), he was continuously ranked as the world's number one golfer on McCormack's World Golf Rankings from its inception in 1968 to 1977. Having won seven professional major titles between

(Continued on page 5)

Directors Message by Bob Johnson November 2010



The weather in October set records for high temperature, except for the day of our Coon Rapids Car Show. To have a better chance of warmer weather in 2011, we will switch our annual picnic to October, and move the Coon Rapids car show to September.

Your current North Star Region Board of Managers at the October board meeting once again elected yours truly to serve once again as you Region Director. I'm looking forward to trying to do the best job I can. This

North Star Region has the BEST members in LCOC, it really makes the job a real pleasure, when I'm able to work with such great people. All Officers were reelected, as Treasurer, Harvey Oberg, Secretary, Roger Wothe, and Membership, Dave Gustafson.

What a great surprise it was to have Ingve Jensen and spouse Brit Hamre, attend our October North Star Region Board meeting all the way from Norway on October 7th. Ingve and Brit are Regional Assistants for the Lincoln and Continental Owners Club, Norway Region. I think that it is wonderful that they would take the time during their USA vacation to honor us with their visit, it was truly a high light of our meeting. Fortunately, Brit had a camera, a few pictures were taken and emailed for the newsletter.

Our Year End Sunday Brunch, will be November 14th, at Spasso, 17523 Minnetonka Blvd, Minnetonka, 55345, Tire kicking at 10:30(weather permitting) brunch at 11:30.

Please RSVP to Bob Johnson by November 11th, by calling 651-257-1715 or email arbor-bob41@aol.com. We should be able to accommodate over 60 people.

During 2010 we used articles about our touring to Bismarck and Lincoln to fill the void of NO "My Pride and Joy Lincoln Car Articles"

Dave devotes at least one whole weekend a month to write our monthly newsletter, the least we can do is spend a couple of hours and write about our Lincoln. Now with Winter coming it is the time to get busy and write about your Lincoln for the North Star News – this is your newsletter – we want to read about your Lincoln, every Lincoln has a story, please tell us yours. We want to feature your Lincoln, but first you have to write the article, if you need help, Dave Gustafson will help you in any way possible.

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



Left to right: Nan Roth, Bob Roth, Ingve Jensen, Bob Johnson, Brit Hamre, Roger Wothe, Faythe and Harvey Oberg.

(Continued from page 4)

1962 and 1967, he would likely have been considered number one in some of those years as well (a period when he, Arnold Palmer and Gary Player vied for that status in public acclaim as *The Big Three*). After 1978, while much younger players such as Tom Watson and Seve Ballesteros came to be ranked higher than him, Nicklaus continued to regularly challenge for and indeed win many major titles until 1986, making a full quarter-century in which he competed at the very highest level of his sport. Indeed, over the course of this 25-year period of 100 major championships as a professional, Nicklaus finished either first or second 36 times, in the top three 45 times, the top five 54 times, and the top 10 67 times. Nicklaus and the other 45 major championship winners during this period combined for a total of 119 major championship victories, 704 official PGA Tour wins, and over

(Continued on page 6)

Testing the 1993 Lincoln Town Car

By Jim Mateja, from the *Chicago Tribune*, July, 1993

In town. Out of town. One jet. One prop job. Two bags of pretzels. O'Hare and the people mover. Too much mail. Too many phone calls. Finally Friday. End of a long week. Jump in the test car and head home.

At last, peace and contentment as the '93 Lincoln Town Car moves along the expressway. Comfort, quiet and a suspension tuned to cushion you from every tar mark in the road. It's as if this hunk of metal were floating 2 inches off the pavement.

Come to think of it, once the tensions of the week had drained away, that soft, cushy, floating suspension became somewhat irritating. Too soft and too cushy. You don't want to be jostled and jarred every time you drive over an asphalt cavity, but you want to have some feel of pavement underneath. You're never too old for a security blanket.

If Lincoln had been reading the tea leaves, it would have realized that the luxury cars attracting the most attention are those geared for performance: the Cadillac Seville STS, the Infiniti J30, the Lexus GS300, cars loaded with all the creature comforts but equipped with engines and transmissions and especially suspensions that permit aggressive driving.

The Lincoln Town Car suspension seems to be designed to satisfy those suffering from hemorrhoids. What was odd was that our car came with a handling suspension package (\$278). Hmm. How soft could the base suspension be if pillows cost an extra \$278?

The Town Car is powered by Ford's single-overhead-cam, 16-valve, 190-horsepower version of its 32-valve, 280-horsepower, 4.6-liter V-8 in the Mark VIII. Give it credit for smoothness and quiet, but naturally it doesn't have the pep of the 32-valve, considering the poundage it is required to move. A couple times at hard acceleration the engine seemed to hesitate a fraction of a second, as if pausing for an instant to take a gulp of oxygen before resuming the race.

The single-overhead-cam 4.6 is rated at 18 m.p.g. city/26 highway.

In addition to sporting all the creature comforts in terms of standard power equipment, the Town Car focuses on safety. Driver- and passenger-side air bags are standard, along with four-wheel anti-lock brakes. To silence critics who complain that seat belts ride against neck, chin or cheek and are too uncomfortable to use, the Town Car features sliding belt adjusters in the door pillars.

The Town Car is designed to provide occupants quiet, comfortable, casual long-distance motoring to the vacation retreat so that you're well-rested once you arrive-safely.

Kudos to the engineers and stylists for adding driver and front-seat passenger

(Continued on page 6)

(Continued from page 5)

825 additional individual professional victories (excludes Champions Tour events, etc.). While other marquee players such as Nick Faldo, Tom Kite, Nick Price, Payne Stewart, and Curtis Strange were winning numerous tournaments worldwide, they had yet to break through with major wins prior to 1987, but proved to be on the verge of doing so. These facts make this period arguably the most competitive in the history of professional golf and illustrate Nicklaus' ability and durability over time.

After winning two U.S. Amateur Championships in 1959 and 1961, and challenging for the 1960 U.S. Open, Nicklaus turned professional toward the end of 1961. The 1962 U.S. Open was both Nicklaus' first major championship victory and his first professional win. This win over Arnold Palmer began the on-course rivalry between the two. In 1966, Nicklaus won the Masters Tournament for the second year in a row, becoming the first

(Continued on page 7)

Testing the 1993 Town Car continued...

(Continued from page 5)

fold-down center armrests. But how about replacing that stiff nylon thread on the armrest tops with something softer? Each armrest also houses a foldout cup holder, which, of course, earns the designers extra credit. Buttons in the center of the dash allow you to activate the rear-window defroster and open the gas-tank filler door easily.

The Town Car interior is simple and doesn't overwhelm you with gadgets. Everything is within easy sight and reach. There's nothing so confusing you have to pause and ask, "Where is it?" or, "How do you use it?" In further paying attention to detail, Ford has positioned an arrow along the instrument-panel fuel gauge to let you know on which side the fuel-filler door is, making for easier entry at the filling station.

Considering such care for the consumer, we have to wonder who dropped the ball in designing the outside rearview mirrors. The dual power mirrors are tiny and provide awkward angles for the motorist. Where is that car that was behind us only a minute ago now that we want to pull out to pass? All that luxury, yet the mirrors were shortchanged.

If we could make a couple other changes, one would be to increase trunk height a good 2 inches. For years Ford Motor Co. cars featured those intolerable deep-dish design circular trunk holds that are ideal for carrying inflated inner tubes but couldn't handle anything square or rectangular. The Town Car has a flat floor that can accommodate square or rectangular packages-but not very many.

The other change would be to widen the accelerator pedal and attach a less slippery surface to it. On a couple occasions our foot slipped off, hardly a confidence builder.

The 1993 Town Car Signature Series we tested has a base price of \$35,700. Standard equipment includes air conditioning; power, anti-lock brakes; power steering; cruise control; tilt steering; 15-inch, steel-belted radial tires, power windows; remote-control deck-lid release; rear-window defroster; power door locks; tinted glass; remote, keyless entry system (push buttons on the key fob to lock/unlock the doors); color-keyed bumpers and body side moldings; electronic digital clock; front and rear floor mats; AM/FM stereo with cassette player and power antenna; cloth seats; leather-wrapped steering wheel; and dual coverage sun visors (two visors on each side, to provide side- and front-window protection).

Options on the test car included a power moonroof at \$1,550, alarm at \$295, memory seats at \$548, traction assist at \$222, automatic dimming mirror at \$111, leather seats at \$570, JBL audio system at \$576 and trunk-mounted

(Continued on page 8)

North Star Board Meeting Minutes

BOARD OF DIRECTORS MEETING

October 7th, 2010

Regional Director Bob Johnson called the meeting to order at Culver's in Maplewood at 7:00 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Roth and Roger Wothe. Member Faye Oberg was also present. We had two surprise visitors from Stavanger Norway, Ingve Jensen and his wife Brit Hamre, who are Regional Assistants for the Lincoln and Continental Owners Club of Norway. They were in the States on a two week vacation and on their way to Bagley MN to visit relatives. Ingve showed us pictures of his Lincolns and passed around a copy of their quarterly publication which is similar to our *Continental Comments*. The minutes of the previous meeting and the agenda of this meeting were approved.

OFFICERS REPORTS

Regional Director Bob Johnson presented a few items pertinent to our 2012 Mid America Meet in August of 2012. Several suggestions have been presented for a theme, but a final decision has not been made. Members are requested to forward any suggestions to Bob Johnson. Details will be presented in the newsletter and invitations will be sent to all national members who have attended national meets. They will be similar to the handouts presented by the Michigan Region at the past Mid America Meet. The three contenders for car of the year were Tom Brace, Lloyd Pearson and Brad Yoho. A secret ballot was taken and the winner will be announced at the November 14th brunch. Bob Roth nominated the current officers for the same positions for 2011. They were elected unanimously.

Treasurer Harvey Oberg reported the treasury balance to be \$2,398.53 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have gained two new members and the membership totals approximately one hundred fifty-seven.

Activities: The next brunch on November 14th, at Spasso in Minnetonka will be the final activity of the year. All members are requested to furnish suggestions for next year's activities.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be at Culver's in Maplewood at 7:00 PM on November 4th, 2010.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 6)

golfer to achieve this, and also won The Open Championship, completing his career slam of major championships and at 26, the youngest to do so at the time. After failing to win a major in 1968 and 1969, Nicklaus won another Open Championship in 1970.

Between 1971 and 1980, he would win a further nine major championships, overtake 'Bobby Jones' record of 13 majors, and become the first player to complete double and triple career slams of golf's four professional major championships. Nicklaus also won the prestigious Players Championship a record three times during this period. At the age of 46, Nicklaus claimed his 18th and final major championship at the 1986 Masters Tournament, becoming that championship's oldest winner. (Julius Boros is the oldest major championship winner, having won the 1968 PGA Championship at the age of 48.) Nicklaus joined the

(Continued on page 8)

(Continued from page 7)

Senior PGA Tour (now known as the Champions Tour) in January 1990, when he became eligible, and by April 1996 had won 10 of the tour's tournaments, including eight of that tour's major championships despite playing a very limited schedule. Nicklaus' final U.S. Open was held at Pebble Beach Golf Links in 2000, where he shot 73-82 to miss the cut. Later in the year, he was paired with Tiger Woods and Vijay Singh in his final PGA Championship only a few days after the death of his mother, where he also missed the cut by one shot. In both tournaments, Nicklaus provided last minute heroics by reaching the par-5 18th in two shots in the U.S. Open and nearly holing his wedge shot for eagle at the par-5 18th in the PGA Championship.

Nicklaus played without much preparation in the 2005 Masters, a month after the drowning death of his 17-month-old grandson Jake (child of his son, Steve) on March 1, 2005. He and Steve played

(Continued on page 9)

Lincoln Town Car Special Editions

The factory 1992 and 1993 Jack Nicklaus Signature Editions came in metallic green or white exterior colors with a metal logo on the dash and front fenders, similar to the 1996 and 1997 metal emblem but with green background for the "Jack Nicklaus" and gold background for the "Signature Edition" lettering. These JN Editions had white leather interior with green stitching on the Lincoln emblem on the seats, and green carpeting and green floor mats with the bear logo. Most JN Editions with green exteriors had a full white vinyl top and 15" wheels and tires.

The 1996 Jack Nicklaus Editions had the Medium Willow Green or the solid white exterior with the Oxford White/Light Graphite interior trim, 16" wheels and tires and probably the touring package. The metal emblem was the same as the 1997s. They had the bear logo on the floor mats and the lettering on the dash. The power moon roof may have been optional. In 1997, the colors were the two toned exterior and interior combination on my 1997 Jack Nicklaus Signature Edition Town Car, including the touring-handling package, and the two toned white exterior. 1997 was the last year for the Jack Nicklaus Signature Editions. The total number of Jack Nicklaus Editions produced is unclear. There is some question about other aftermarket Jack Nicklaus packages some dealers may have made in other colors from 1992 to 1994.

There was the factory 1996 Diamond Anniversary Edition in burgundy or silver exterior with distinctive lettering on the opera window, two toned light gray and light graphite leather

interior, touring-handling package and other select features.

Options included a paint strip down the side, leather seats, wood instrument panel trim, window badging, cellular telephone, power moonroof, JBL audio system, auto electrochromatic dimming mirror w/compass, and traction assist.

Also introduced in 1996 were the Ride Control and Touring Edition packages. Ride Control was only available on Signature and Cartier while Touring Edition was available for all Town Car models. Ride control featured an auxiliary power steering fluid cooler, 16-inch aluminum wheels, 225/60/16 tires, 3.27 axle ratio, 28.5 mm (1.1 in) stabilizer bar, as well as revised air springs and shocks. Touring Edition featured (depending on model), a power moonroof, JBL audio system, electro-

(Continued on page 11)

More 1993 Town Car...

(Continued from page 6)

compact-disc player/changer at \$833. One option done away with for 1993 is the Insta-Clear windshield, which removed ice or snow in seconds but gave the glass a pinkish-mauve appearance that annoyed many.

With a \$625 freight charge, the Town Car stickered at \$41,308, which puts it in the same price range as the Cadillac Seville STS. The Town Car is aimed toward older drivers looking for rest, the STS toward younger motorists who are restless.

From the internet...

North Country Ford Lincoln Mercury Show

(Continued from page 8)

golf as therapy for their grief following the death. After days of playing, it was Steve who suggested his dad return to The Masters. He made that his last appearance in the tournament. Later in 2005, Nicklaus finished his professional career at The Open Championship played at St Andrews on July 15, 2005. Nicklaus turned 65 in January that year, which was the last year he could enter The Open Championship as an exempt player. He played with Luke Donald and Tom Watson in his final round. After hitting his tee shot off the 18th tee in the second round, Nicklaus received a ten-minute standing ovation from the crowd. Soon afterwards, Nicklaus ended his career with a fitting birdie, holing a fifteen-foot birdie putt on the 18th green. Nicklaus missed the 36-hole cut with a score of +3 (147).

The last competitive tournament in which Nicklaus played in the United States was

(Continued on page 10)

This was our 4th Annual Lincoln Car Show at Luther North Country Ford, Lincoln and Mercury, in Coon Rapids, on October 2nd, 2010.. We had 17 great Lincolns attend in spite of cold and sunny weather. The cool weather on this weekend was the only time the temperature was below normal for the next two weeks. In 2011, we will flip-flop our annual picnic with the fall car show, and with usually better weather in September we will have a better turnout for the car show.

Peoples Choice Award for Best of Show went to a deep maroon 1947



Carole and Brad Yoho, Best of Show, 1947 Lincoln Continental.

Lincoln Continental Sedan, Brad and Carole Yoho, Stillwater.

The 2nd place award went to Harvey and Faye Oberg's 1941 Continental Cabriolet; Woodbury. Our 3rd place award went to a maroon, 1956 Mark II, Jeff Eisenberg of Plymouth. Ro-

Faythe and Harvey Oberg, second place winners, 1941 Continental.

ald and Rosalee Storvick from Austin, won our long distance driving award,

Our top door prizes a Lincoln flag was won by John and Dorothy Palmer, and a Lincoln throw was won by Carole Yoho. Luther North Country Ford Lincoln Mercury donated many of the door prizes. Gen-



Jeff Eisenberg, third place winner with his 1956 Mark II.

(Continued on page 10)

(Continued from page 9)

the Champions Tour's Bayer Advantage Classic in Overland Park, Kansas on June 13, 2005.

Nicklaus was named a Big Ten 'Icon' by the Big Ten Network in September 2010. The Big Ten Network named 50 Big Ten Conference Icons, and Nicklaus was #18.

Nicklaus has also taken part in various off-course activities, including golf course design, charitable work, book writing, magazine article contributions, video productions, and running his own tournament on the PGA Tour, the Memorial Tournament. His thriving golf course design company is one of the largest in the world. Nicklaus' books vary from instructional to autobiographical, with his *Golf My Way* considered one of the best instructional golf books of all time (influencing Greg Norman among others); the video of the same name is the best-selling golf instructional to date.

From the internet...

Fall Car Show continued...

(Continued from page 9)

eral Manager Mike Swoboda from Luther North Country, provided a very fine catered lunch of braized beef tips over noodles, along with a great desert.

Due to the cool weather, the show was attended by mostly dedicated club members. We had only one unique Lincoln shown for the first time, a 1989 Lincoln limousine, driven by Ray and Jeanine Nelson, Princeton. The oldest car at this show was driven by Tom Brace, St Paul, a 1937 two window sedan.

We want to thank Mike Swoboda and all the staff at Luther North County, for



Rosalee and Roald Storvick, won the long distance award, driving up from Austin, MN.



Everyone rides in style in Ray and Jeanine Nelson's Lincoln Limousine.



Bob Johnson presenting the North Star dealer award to North Country Ford Lincoln Mercury at the end of another great show.

hosting this event, inviting us to a great lunch and supplying so many door prizes from their dealership. The whole staff was very friendly and helpful, a great dealership to visit if you are in the market for a new or used Ford product.

We want to thank every one who attended this car show, this is what the car hobby is about, FUN and FRIENDS. A sad reminder, next year 2011 there will be no Mercury in the dealerships name, Mercury will be just a great memory for so many people.

*Lincoln's Designer Series continued**(Continued from page 8)*

chromic automatic dimming mirror, auxiliary power steering fluid cooler, 16-inch aluminum wheels, 225/60/16 tires, 3.27 axle ratio, 28.5 mm (1.1 in) stabilizer bar, and revised air springs and shocks. Both the Ride Control and Touring Edition packages would last only between 1996 and 1997; however, the Touring Edition package would make a brief comeback during the 2000 model year.

There are many aftermarket dealer installed packages, some distinctive to certain states. Some of these came with vinyl roofs, logos, options, distinctive color combinations and certain colors shared with other Town Cars. Some may have had custom leather interior. It is difficult to say where some of these came from. Florida seems to have many different dealer packages, some built on the Executive series, others on the Signature series. Reportedly, dealers would modify or add to an existing Town Car to make it a "Special Edition".

The Designer Series Special Edition Factory option packages produced unique Lincolns which gave potential buyers a distinctive Lincoln Town Car with many options. These included the Black Tie Signature Edition, the 1995 Spinnaker Edition, the 1996 Diamond Anniversary Edition, and others. Although the drive train was shared with other Town Cars, the interior was sometimes distinctive to the particular factory edition, and these Town Cars were usually loaded with options. Such was the case with the 1995 Spinnaker Edition, which had a blue and light tan two toned leather interior and the 1996 Diamond Anniversary Edition which had a two toned leather interior.

Also, there were unique badges or insignia such as the metal wording logo on the side of the Jack Nicklaus Edition, the wording in the simulated wood trim on the dash and the exterior wording on the Spinnaker Edition. There were usually select luxury options included also, and some had vinyl or cloth tops.

From the internet....

Lincoln Limo's Live On After 2011

CHICAGO -- Working from a proven platform that offers limousine and livery owners – and their customers – premium comfort and high-tech features in a modern, distinctive design, Lincoln today is introducing two new vehicles based off the Lincoln MKT full-size premium crossover at the LCT Leadership Summit.

"Lincoln has been the leader in livery and limousine solutions for decades, and we are pleased to introduce fresh options to satisfy a whole new generation of customers," said Mark Fields, Ford Motor Company's president of The Americas.

"Whether customers need new technology to stay connected as they navigate through town during their work days or want extra room to transport more guests during nights out on the town, Lincoln has the solution," he said.

Lincoln is offering two new livery vehicles based on the Lincoln MKT full-size premium crossover – a standard livery vehicle with stretched second-row seating and a modified heavy-duty chassis version ideal for limousine modification.

The Lincoln MKT plays to the strengths of this segment, providing spacious interiors, high rooflines, abundant trunk space and easier ingress and egress; allowing for all-wheel drive; and providing the latest in-car Wi-Fi technologies for passengers to remain productive and SYNC technology so drivers can connect with their Bluetooth devices while leaving their eyes on the road and hands on the wheel.

The Lincoln MKT's craftsmanship also is reflected in the livery and limousine versions, too, with precise panel margins and high tactile quality of interior surfaces and trim. High-quality materials and precise execution appear on every surface, including the leather-trimmed seating. The vehicle also delivers luxurious ride quality synonymous with the Lincoln brand.

The livery version is available in both FWD and on-demand AWD configurations, with engine availabil-

(Continued on page 12)

More About the Lincoln MKT Limousine

(Continued from page 11)

ity to be announced later. The heavy-duty limousine chassis will feature standard all-wheel drive for stretch limousine construction up to an additional 120 inches – or 10 feet – of wheelbase.

"We conducted research to make sure we designed the new Lincoln livery solutions to truly deliver on the needs of operators to improve their business and provide end users modern transportation capable of full connectivity," said Gerry Koss, fleet marketing manager. "These industry stakeholders made it clear that this vehicle was the right direction because of the great body proportions, choice of AWD with the livery version and standard AWD with the limousine version – not to mention Lincoln's reputation for dependability, especially with specialty vehicles."

Luxurious comfort on the go

"A luxury car owner will not miss a beat sitting in the rear seat in the new Lincoln livery vehicles," said Scott Tobin, Lincoln vehicle line director. "We've enhanced the rear passenger experience so the rider is both extremely comfortable and can be very efficient at the same time."

A USB charging port and 110-volt plug in the second row helps riders stay connected while on the road. There are audio controls within reach from the second row. This will ensure that the vehicles are capable of supporting passengers wishing to remain connected and productive, together with Wi-Fi hot spot capability.

Additional features include:

- Puddle lamps on the rear doors
- Map and newspaper pockets on the back of the front seats
- Vanity mirrors in the headliner with integrated task light
- Continuous rear floor mat for both footwells

The Lincoln MKT-based livery product provides operators cargo capacity of 39.6 cubic feet, a significant improvement versus the traditional sedans used in the industry today.

With capacity to haul golf clubs or several pieces of baggage, the luggage area exceeds that of the current Town Car. An option of both a full and mini spare tire is available to help maximize the space. There's even a driver's storage area that has been incorporated into the luggage area.

High-tech touches

The Lincoln livery vehicle delivers abundant technologies aimed at making life easier for drivers. A state-of-the-art navigation system and Lincoln SYNC provides a smart, safe, simple way to connect drivers with in-car technologies and their digital lives.

"All of these tools will help drivers accomplish just as much in their car as they do now but with less distraction," said Tobin. "They'll never have to take their hands off the steering wheel when putting an address into the navigation system, for example."

Limousine option available

In addition to the new Lincoln livery solution, a specially engineered heavy-duty limousine chassis also is available. By stretching up to 120 inches – or 10 feet – extra length to support the standard all-wheel-drive powertrain, engineers have created a capable limousine chassis that will satisfy both operators and customers in all seasons.

The limousine chassis comes complete with several heavy-duty components, such as upgraded suspension, electric power-assisted steering (EPAS) and transmission. It's offered with on-demand AWD and has everything from unique wheels and tires to unique wheel bearings and an upsized brake system.

"The limousine complements the livery vehicle so that we have a vehicle ready for every passenger situation," said Koss. "Both vehicles will deliver the features and content this industry requires in addition to the quality, reliability and durability they demand."

Lincoln's new livery vehicles will be manufactured at Oakville Assembly Complex starting in early 2012.

Courtesy of Ford Motor Company.

Great Automotive Buys...

For Sale Mark II



In last stages of restoration, this Mark II, remains unfinished due to the passing of it's owner, Bill Reese.

Elizabeth Reese would now like to sell this "Gem in the Rough", to someone in the Lincoln Club who will complete the small amount of the work necessary to restore it to it's once proud beauty.

Elizabeth is open to offers and may be reached at 952-471-9467

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 \$5,000.00

Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winaona, MN

Email: dop@mwsco.com

For Sale

11 - 1956 Lincoln Premiere wheel covers.

All in excellent condition, bright and shiny. Four of the eleven still had the factory paper on the clips that hold the insert in place. The best four are priced at \$75 each or all four for \$250. The other seven (7) are also very nice, but price at \$50 each. I will email pictures on request.

Please call Jim Walden

Cell phone 605.351.4260

email: Jim@waldencarpts.com



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

1978 Town Coupe, aqua with white coach roof. aqua leather int., very nice car. Jerry Erikson, Fergus Falls, 218-770-2964.

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

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

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.

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location

Contact Connie **952-835-4148**

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—1972 Mark IV \$2,000 - 60K Miles

Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car.

Needs some Tender Loving Care, but the 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.

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.

Just Arrived! New windshields that fit 1961 through 1969 Continentals.
Available Now.

Please call Gordy Jensen at 612.819.2107

Preview of Coming Events

- November **Year End Sunday Brunch, Sunday, November 14th** Spasso, Minnetonka, 55345, 17523 Minnetonka Blvd. Tire kicking at 10:30(weather permitting) brunch at 11:30AM Last North Star event of the year. Let's get together and talk about this past year and if you have any suggestions for 2011, tell us about them.
- December No North Star activities take place in December. Visit and rejoice with relatives and good friends. Welcome in the New Year, with it's many new opportunities. Consider buying your wife a new Lincoln for Christmas or at least some nice books about Lincolns. Resolve to contribute an interesting article for publication in the North Star News. See below.
- January **Sunday Brunch, January 9th**, at Al Bakers, 3434 Washington Ave (one block west of 35E), Eagan, MN, at 11:30 AM. We will have a private room to enjoy great food, good service with a reasonable price. Please bring a Lincoln friend and enjoy the great fellowship that our North Star Region has because of our great members.

With the bad driving months coming up soon, now is the perfect time to sit down with your pen and paper, or your personal computer, or whatever you use and write an article about your favorite Lincoln. Our readers enjoy reading about Lincolns, both old and new and look forward to our monthly column about them. Make everyone feel good, especially the editor of this quirky publication and send in your article today. Better yet, send in one for every Lincoln you own.

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.

Last North Star Event for 2010

November 14th, Sunday Brunch

SPASSO

Mark your calendars for Sunday, November 14, and join your North Star Club members at ***SPASSO, 17253 Minnetonka Boulevard, Minnetonka. Set your GPS and let your car do all the work.***

As usual, the time is 11:30AM, but if the weather is still somewhat mild, there may a few hardy souls in the parking lot to greet and meet fellow club members to see if any new Lincolns show up.

Spasso has gained a good reputation for being a good place to eat at a reasonable price. Seniors will pay \$12 plus tip. Those who admit to being younger, will be charged only a little more. If you have any non-member friends who like Lincolns, bring them along.

The club visited this fine restaurant this past April, and we all enjoyed the experience. Good food and excellent service, plus our own private room.

As usual, there will be plenty of time for socializing and discussing plans for a very exciting 2011. Still a few open dates on the calendar, bring your suggestions for what you think would be a fun activity and lets talk about it.

See you all there on November 14th.

Please RSVP to Bob Johnson, by Thursday, November 11th at 651-257-1715 or email arborbob41@aol.com