

NORTHSTAR NEWS

Our Pride and Joy

By Kevin Wilson

I've been meaning to write this story for sometime now, but I finally had some spare time and couldn't find a good excuse to put it off any longer.

My connection with Lincolns go back to my childhood with my father, Clark Wilson. Clark was a quality engineer for Ford Motor Company based at the transmission plant in Livonia, Michigan in the early 60's. His duties often took him to various Ford assembly plants to investigate drive line problems, including the Wixom Plant (where Lincolns were made) and the Ford Proving Grounds in Romeo, MI. He often got to bring home new Ford, Lincoln, and Mercury cars to verify ongoing operating conditions and corrective solutions. On

rare occasions, this would include a suicide door Lincoln which I took a liking to at an early age.

My dad left Ford in 1968 to work for Allis Chalmers tractor company in West Allis WI, and moved the family to the suburbs of Milwaukee for my high school years. My dad never owned a Lincoln, but my eyes never failed to take an extra look whenever I passed one on the road.

Years went by and the twists of fate brought me to Minneapolis where I met my wife Karrie. We got married in 1980 and had our first child, Barry in the fall of 1981. At this point in my career, I was working as a Field Service Engineer for Onan Corporation. My job took me all over the country

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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.



Kevin and Karrie Wilson and their 1961 Continental Convertible

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

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

Our Pride and Joy continued

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commissioning large diesel standby generation systems at critical installations like hospitals, data centers and manufacturing facilities. Onan sold these systems through a chain of distributors world wide. At the time, the most successful of these distributors, was Maritime & Industrial Supply in Memphis TN. Maritime was a small company run by a very eccentric and colorful character named Sid West. Sid was a long time Lincoln owner and kept a lot of the old Lincolns he had at Maritime & Industrial's facility. He often gave these vehicles to his mechanics to make service calls on standby generators and other Onan products in the field. He even hired the local Lincoln dealer's service manager to work for him, just to keep his fleet of old Lincolns running. During this time, the president of Onan stopped in to visit Maritime's operation first hand and review their business plan. I guess he was quite appalled at Sid's choice of service vehicles and told him point blank to get some appropriate service vehicles (vans or trucks) and get rid of those old Lincolns. It was shortly after the presidents visit, I was scheduled to perform a start-up trip for the new generator

system, installed at Methodist (Central) Hospital in Memphis. While walking around the back lot at Maritime's yard one evening with Sid, we passed a few of the old Lincolns which had been taken out of service and parked. I was particularly taken with a beige 1963 sedan. Further inspection of the vehicle revealed it had been backed into a telephone pole and the impact must have really jolted the person driving. When pressed about how the damage got there, Sid confessed he left a local bar one evening after a few too many and never saw the pole that jumped out and took a bite out of his Lincoln. He then asked me if I had any interest in owning the car. I told him "of course I would like to own the car, but my financial situation with a new wife , baby, and house payment made this highly unlikely. It was then he surprised me with an offer I couldn't refuse. Sid had all the money he we was ever going to need. He had inherited a fortune as the only son of a major player on the Memphis Cotton Exchange. He simply ran Maritime and Industrial to keep him self busy and out of the local bars. What he needed was some help with some difficult field service modifica-

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Trivia from the Internet.

KING C. GILLETTE
Disposable-Blade Safety Razor

At the last turn of the century, King Gillette founded what would become a corporate giant, based on a simple yet essential invention: the safety razor with disposable blades.



King C. Gillette

Although his ancestors came to Massachusetts from England in 1630, King Camp Gillette was born in Fond du Lac, Wisconsin in 1855. His father was a sometime patent agent and inveterate tinkerer. His mother was an innovator of sorts too: her years of experiments led to a cook-

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Editors Message

Summer came several months late this year. We had about 30 days of it in September. It seems that we wait through out the winter months, which can be from November to April, eagerly awaiting extended fair weather to take our faithful (or in my case, not so faithful) steeds out of the garage for an afternoon of pleasure behind the wheel. Not so, this year. Our best weather came in September, with record high temperatures and sunny days. Perhaps some of it will lap over into October and early November.

Our annual Northstar Picnic was a success. We had a great turnout of both members and cars. Once again, the weather was sunny and warm, a great day appreciated by all. It was a bit early this year, due to the LCOC meet in San Antonio, Texas, September 23rd through the 26th. Director Bob Johnson made the journey down there and we look forward to a report next month.

Bob Johnson and I had an opportunity to visit with Mr. Rick Brisson, Regional Manager for Lincoln – Mercury. Rick is very excited about the future for our favorite brand, and that excitement spilled over on Bob and I during that meeting. There will be *new models* for us to look forward to, starting with the Lincoln Mark LT truck coming to a showroom near you in January. It features a strong, bold look, but unmistakably a Lincoln for those seeing it for the first time. While largely based on the Ford 150 platform, it will drive, handle, and perform as a Lincoln should. For those of you who need something other than a Town Car to go to Home Depot, this may be just the alternative. In the months ahead, we can probably look forward to a Zephyr appearing in showrooms and a new Town Car in a year or two. I believe that you will not be disappointed in the new vehicles from Lincoln and Mercury.

Also in September was the auction of the Woodhead Ford collection. Kruse did the auction, which we understand brought some record prices for some of the vehicles.

While we are sad to see the collection dispersed, we are very thankful that John Woodhead provided us the opportunity to view this fine collection on many occasions. There are many collectors who close off their collections to the public and many of us never get to see or even read about them. John was a gracious host who truly enjoyed telling us about his collection and those of us who were fortunate to have seen it will have fine memories for the rest of our lives.

Please don't forget our All Lincoln Car Show up at Coon Rapids Lincoln Mercury. Details are in the attached flyer. We will be going for lunch to a restaurant nearby, and the dealership will furnish transportation for us. Hopefully, the weather will still be in the late summer-early fall mode, and we can have a fun day of it.

November brings us brunch at Piccadilly's up in Mahtomedi. The club has been there several times before. The food and service are good, and the prices very reasonable. Be there at 11:30 AM. No one attending should go home hungry. Call Bob Johnson at 651-257-1715 and let him know if you are planning to attend so he can make the appropriate reservations. This will be the last club event for 2004. Please come and bring your suggestions for possible activities for 2005.

Our thanks to Kevin and Karrie Wilson for the nice article about their 1961 Continental Convertible. We have a number of these 61 - 69 Continentals in our club. Each one has it's own story. There is just something about these large four door convertibles that says "take me home." And like dogs, one Lincoln is never enough.

We also want to thank Faythe and Harvey Oberg for the article about Oshgosh. It must have been fun to see all those Continentals, Zephyrs and Lincolns.

Travel well till next month... David, Marion and Alexander....

Monthly Director's Meeting

September 10, 2004

Regional Director Bob Johnson called the meeting to order at Whitaker Lincoln-Mercury at 7:00 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesu, Tom Brace, Tim Purvis and Roger Wothe. Other members present were Faye Oberg and Gaye Purvis. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that Bob Gavrilesu and Roger Wothe were re-elected to the Board of Directors. He will conduct a brief membership meeting at the picnic on the 12th. It appears that only Bob Johnson and Gordy Jensen will be attending the Mid America Meet in San Antonio this month.

Secretary Roger Wothe reported that fifty-seven people have RSVP'd for the picnic on Sunday. Bob Johnson will have one Lincoln banner, one regional shirt and five LCOC license plates for door prizes or to be auctioned off at the picnic.

Treasurer Harvey Oberg reported the treasury balance to be \$4,060.60 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have gained one new member this past month and the membership total is over one hundred thirty-five. As usual, he still needs "My Pride and Joy" articles.

Projects Director Bob Gavrilesu reported no new sales this past month. He is sending some weather strips and a Mark II transmission linkage guard to the Mid America Meet.

Activities: There will be a North Star Region show at Coon Rapids Lincoln-Mercury on Saturday 9 October from 10:00 AM to

3:00 PM. All members are encouraged to attend. Dash plaques and door prizes will be provided by the dealership. There will be a brunch Sunday 14 November at Piccadilly's at 11:30 AM. Other activities discussed were a picnic at Frank Warner's, dinner at the Minneapolis Fire Museum and a joint event with the other Midwest region Lincoln clubs in 2005.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be at Whitaker Lincoln-Mercury on 14 October at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Northstar Fall Picnic

Once again, on September 11th, we returned to Roger and Barb's Environments in Minnetonka for the annual Northstar picnic. The weather was perfect and the food was good. Roger did a great job with the food, grilling up boneless pork chops and chicken, which was done to perfection. We had 25 Lincolns in the parking lot, ranging from the early 1940's to a 2004 model. We also had a few other interesting brands, including a neat Mercedes Benz SL380, an older Rolls Royce, complete with built-in picnic tables, and a new Thunderbird. As usual, this was well attended, with 62 members showing up for the afternoon.



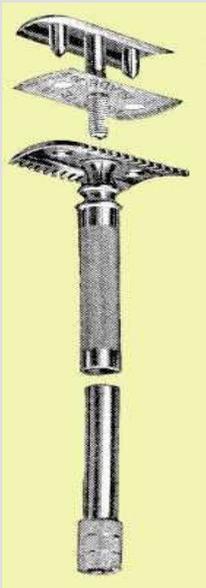
Lincoln's on display at Environments

Steve Kastl brought his 40's Lincoln hot rod, which is truly a work in progress. He

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book (1887) that remained in print for 100 years.

The Gillette family moved to Chicago in 1859; then in 1871, after the Great Fire destroyed their hardware supply business, they moved to New York City. At the age of 17, Gillette became a traveling salesman, who made improvement to his wares as well as selling them. By 1890, he had earned



Early Gillette Safety Razor

four patents. More importantly, he had learned from the President of his company that dis-

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posable items made for big sales.

On the road, Gillette used to shave every morning with a Star Safety Razor: that is, a heavy, wedge-shaped blade fitted perpendicularly into its handle. It would have been downright dangerous, in the lavatory of a rumbling train, for Gillette to shave with the type of straight razor used by most men at the time. However, the safety razor did share a major shortcoming with standard razors: the blade had to be sharpened frequently on a leather strop; and even so, the blade eventually became too worn to sharpen.

One morning in 1895, Gillette, now living in Boston, had a revelation: if he could put a sharp edge on a small square of sheet steel, he could market a safety razor blade that could be thrown away when it grew dull, and readily replaced. Gillette vis-

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Directors Message

By Bob Johnson

September was our August and what will October be like? Just maybe the weather will be nice for driving our Lincolns for a long time yet this year.

Our Annual Picnic at Roger Wothe's Environments, Sunday September 12th, was a tremendous event, beautiful weather, great food, 62 members attended bringing 25 Lincoln for us to enjoy. This year we had one of our new members do the auctioneering, Ed Myhre. Ed prove to be quite capable, long with great humor and he made the auction a lot of fun. We made over \$600 on the auction and had over \$200 left when the food for the picnic was paid for. Steve Kastl, brought his 1941 Yellow Hot Rod Lincoln, which is a work in process. We hope that next year Steve will bring the car when it is done. It is great to see a car when it is half done, now we can imagine what it will look like when it is done. Bruce Freiberg won our top door prize, a Northstar Region Denim shirt. Tom Koop won a Black Lincoln flag and several LCOC license plates were our other door prizes.

It was great to see Rod Johnson attend the picnic; he really looks forward to seeing everyone at our Lincoln events. He is continuing with his treatments and is doing as well as can be expected. He really looks forward to hearing from you. Please send Rod a get well card, he enjoys getting them and he really appreciates staying in touch with the Northstar Club.

Saturday, October 9th, will feature our last Lincoln car show for 2004. Coon Rapids Lincoln Mercury, Mike Hannan has invited us to their dealership, they will provide dash plaques, door prizes and advertising. We will also make this a brunch day: they will provide transportation to one of the local restaurants. We can make this a cruise, car show and brunch all in one day, the last outing for our cars before winter sets in. If you know some one who has an older Lincoln, please call them and invite them to this car

show. This is a great place to see a lot of beautiful Lincolns and find one that may be for sale.

On Friday September 17th, Dave Gustafson and I met with Rick Brisson, the new Lincoln Mercury Regional Manager to find out about Lincolns future plans and to see if he can help the LCOC with its future plans. Rick gave us a brochure on the new Lincoln Mark LT (Light Truck); an article about this new extension of the Lincoln line will be else where in this newsletter. Rick was very enthusiast about Lincoln's future cars and how they will do in the marketplace.

Mary and I will be attending the Mid-America Meet in San Antonio, Texas, on September 23-26. This will be the first time for our Mark VII Convertible to be judged in the Senior Class. I also have to give a report on the status of LCOC's membership; so far this year membership is down about 4%, over 150 members.

Please be a recruiter for LCOC, we need your help to grow the membership of the Club. If you have a person that is impossible to buy a gift for, buy them a membership in the Lincoln & Continental Owners Club, the magazine is worth it to someone who likes the old car hobby.

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

Send us your stories.. We would love to hear about your Lincoln, new or old, please let us know. Space available each month.

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ited metallurgists at MIT, who assured him his idea was impossible. It took Gillette six years to find an engineer, William Emery Nickerson (an MIT-trained inventor), who could produce the blade Gillette wanted.

In 1901, Gillette and Nickerson formed the American Safety Razor Company (soon thereafter renamed for Gillette himself). For the first time, razor blades would be sold in multiple packages, with the razor handle a one-time purchase. Production began in 1903; Gillette won a patent for his product the next year.

Competition was fierce from the start, for two reasons. First, virtually half the world's population was a potential customer; second, once the basic idea was made public, modifications multiplied at an incredible rate. For example, Gillette introduced his double-edged blade, of the still familiar type, in 1904; soon, so did many other companies. In a series of patent battles, Gillette Co. often resolved the controversy by buying the competi-

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Pride and Joy continued

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tions on Onan equipment in his territory. He said, "tell you what! You come down here again next week and do this work for me on your own time, and I'll give you that car to drive home." We discussed this opportunity further over dinner and reached an agreement. He would fly me, Karrie and our son Barry down for a weekend in the near future, put us up at the Memphis Country Club all expenses paid and let me drive the car home now. I couldn't say no. I called Karrie and told her I was driving home in a Lincoln. After completing the start up on the equipment at the hospital, I loaded my tools in the 63 Lincoln and headed north from Memphis. The only real problems I had getting the car home was chronic clogging of the fuel filter as a result of serious rust in the gas tank. I stopped and a parts store and bought a gross of them and changed the filter every 100 miles all the way home. The car was a delight to drive and I was hooked on Lincolns from that time forward. I began working on the car at home as time and money allowed and finally got the rear end damage repaired from Sid's abrupt meeting with the telephone pole. I started reading articles in magazines about slab side Lincolns and was particularly taken with one article I read on the 1961 Continental Convertible published in the May/June issue of Special Interest Autos. I told Karrie, "This is my dream. Someday I will own one of these!" She just looked at it and said something like "if that's what you want dear."

Years went buy and I bought another Lincoln on a business trip to Wichita KS. It was a 1968 triple black sedan which I bought on my corporate American Express Car. I cashed in my plane ticket at the airport and headed home in the car. I later sold this car to my brother-in-law, who still has it. It's for

sale if anyone is interested.

As my career advanced at Onan, I spent more time in the office as a middle manager and less time in the field. I missed the days of kicking around little car lots in the south looking for old cars after dinner. About this time, we all got access to the internet at work and I discovered a new way to shop for old classic iron. I never forgot my dream car and often searched the web for a Lincoln convertible to satisfy my desire. One afternoon it happened. I typed in Lincoln convertible and got a hit locally at Yesterdays Auto Sales down on 28th street South and Lyndale in Minneapolis. There was very little information on the web site, and no picture. I called and asked about the car they had listed. I was told it was a baby blue 1963 convertible that belonged to Stanley Hubbard of Hubbard Broadcasting. I said thanks, but I really wanted a 1961 convertible. The guy said "Well, we just got in one of those as well, and it's white." I asked "How late are you open?" He said "6 pm". I looked at my watch and it was 5:15 pm. I told him not to close, I would be right down! I arrived in the showroom at 5 minutes to 6 pm. I walked in the front door and there it sat waiting for me, with the top down. My knees went weak and I fell in love at first sight. I knew I had to have it. The only thing I didn't care for was the vanity license plate that read "JACKIEO". Al Hagen, the owner of Yesterday's Auto sales told me the car belonged to a male flight attendant with

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Just in time for Winter....

2 - 225X60Rx16 Blizzak Snow Tires.
Mounted on Mark VIII Wheels.
All yours for \$150

Call Tim Purvis at 651-459-6176

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tor. Over the years, he became a kind of international celebrity, since his portrait was featured on the wrappers of the tens of billions of Gillette blades sold all over the world. By 1903, he had succeeded. Production of the Gillette® safety razor and blade began as the Gillette Safety Razor Company started operations in South Boston. Sales grew steadily. During World War I, the U.S. Government issued Gillette safety razors to the entire armed forces. By the end of the war, some 3.5 million razors and 32 million blades were put into military hands, thereby converting an entire nation to the Gillette safety razor. In theory, however --- and despite his given name --- King Gillette had always been an opponent of capitalism. He wrote a number of books promoting a socialist utopia, beginning with *The Human Drift* (1894), in which he declared competition to be the root of all evil. He even presented plans for efficient, pollution-free cities contained in single gigantic, glass-domed, beehive-like communal complexes. These Gillette hoped would replace the

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Pride and Joy Continued

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Northwest who was seldom home but called in daily to check on the car. Over the course of the next several days I got to test drive the car and read the service records the previous owner had kept. He had spent a small fortune on this car since its restoration in the late 80's. Evidently he had even made a trip to Lincolnland in Florida to have all the window motors and other electric components replaced. I made a few offers and counter offers and we finally struck a deal for the car. I just wished it had been April instead of November (1997). It was so hard to lock this beauty away in the garage for 5 months, but I spent a lot of time sitting in the car, living my dream and waiting for warm weather. I still love this car and will keep it always. We can be found most Saturday nights together in Anoka at the Saturday Night Cruise. Maybe we'll see you there!

For Sale:

8 each Turbine style wheels and 10 center caps for the big Lincolns of the 70's. P/N D8LC 1007 AWB, 15 inch diameter, 6 inches wide. Five bolt, 5 inch circle pattern. Will also fit Mark's III, IV and V's. Two of the caps do not have emblems. \$40 for each wheel and cap combination. Your choice, first come first served.

Contact Jim French at 651-451-6730



Lincoln Turbine Wheels

Oshkosh Zephyr Fly-In

Reported by Faythe and Harvey Oberg.

We cruised into Oshkosh in our 1941 Lincoln Continental Cabriolet early afternoon on Wednesday, August 18th after an uneventful trip from our home in Woodbury, Mn. Actually, a short trip for us, just 270 miles. June and Lloyd Pearson arrived soon after we checked in, driving their 1939 Zephyr. Tim and Gaye Purvis arrived on Thursday afternoon with their trailered 1937 Lincoln K Roadster. Also arriving on Thursday were Jack and Julia Vanatta, with their original 1946 Lincoln sedan.

Thursday was cleanup day for us and we also spent a good part of the day at our vendor table. Thursday evening we all caravanned to a local '50's style drive-in just a few blocks away for burgers and malts. All the waitresses were on roller skates. Many of the local car people also turned out with their beautiful cars.



Tim and Gaye Purvis' 1937 K and Harvey and Faythe Oberg's 1941 Continental at the Oshkosh Zephyr Fly-In.

Friday was judging day and this was held just a short distance from the hotel in front of a group of hangars and also very near an air strip where some small planes were giving rides. It was a perfect day, weather wise, as was all of our stay in Oshkosh. Approximately 30 cars were on the judging field. At noon a delicious lunch was served just inside one of the hangars. We were very close to the Air museum so after lunch we visited the museum and found it to be a very inter-

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monstrous, sprawling cities that the industrial revolution had created. King Gillette's social engineering efforts never made much headway. In addition, his personal fortune was ruined by the stock market crash of 1929, patent battles, and corporate infighting. Gillette died a frustrated man in 1932. The Gillette Safety Razor Company survived, and thrived.

Over the next decades, it expanded its product line --- for example, with the introduction of Foamy shaving cream (1953) and Right Guard antiperspirant (1960). Gillette also acquired a number of personal care product (Braun, Oral-B) and writing implement (Parker, Waterman) companies. Meanwhile, the mainstay of the corporation has continued to evolve, with the twin-blade razor (Trac-II, 1971), disposable razor (Good News, 1976), pivoting-head razor (Atra, 1977), and, most recently, the triple-blade razor (Mach 3, 1999). In 1999, Gillette made \$9.9 billion in sales, in over 200 countries.

Information from the Internet....

Oshkosh Continued...

esting, a "must see" stop in Oshkosh. Friday evening we enjoyed a super buffet outside on the upper deck of the hotel with a great view of the surrounding country side. After the buffet the auction took place and we all came away with some goodies to take home.

Saturday was another bright sunny day and a tour was planned for us to a few points of interest around Oshkosh. First stop was in Ripon, Wisconsin, which is the birthplace of the Republican party and we visited a small school house there which holds this distinction. Our lunch stop was at the Green Lake Conference Center after which we toured the grounds, which covers about a thousand acres, before heading back to the hotel and Oshkosh.

June and Lloyd Pearson won First Place in their class, Best Senior Zephyr, the Gregorie Award, the Peter Watjen Memorial Award for best V12 and the Driveability Award. Tim and Gaye Purvis won Senior First Place in their class. Jack and Julia Vanatta won Second Place in the Junior Class. We were fortunate to receive First Place in our class, Best Continental of Show, Peoples Choice, the Gregorie Award, and the Driveability Award which were new awards this year.

Sunday morning we left Oshkosh very early and arrived home by 10:00 AM. We have always enjoyed the Lincoln Zephyr meets as they are generally small and we have a lot of fun. Another perk we received was winning a vendor drawing which paid for our stay at the hotel, which made a great trip even better.

For Sale

1946 Continental Convertible, Green
1948 Continental Convertible, Yellow
Call Dennis Stedman 763-856-2414

Mark LT Pickup....

LUXURY MARK LT TRUCK TAKES LUXURY TO NEW PLACES

Lincoln Mark LT combines the luxury and design elegance of Lincoln with the functionality of a pickup truck. Lincoln Mark LT is part of Lincoln Mercury's plan to introduce 11 new products in six segments within the next four years. The Lincoln Mark LT is a key part of Lincoln's plan to broaden the showroom and build momentum and profitable growth by introducing 11 new Lincoln Mercury products in six segments within the next four years. On sale in early 2005, the new Mark LT is one of five new Lincolns that will be introduced in that time.



2005 Lincoln Mark LT Pickup Truck

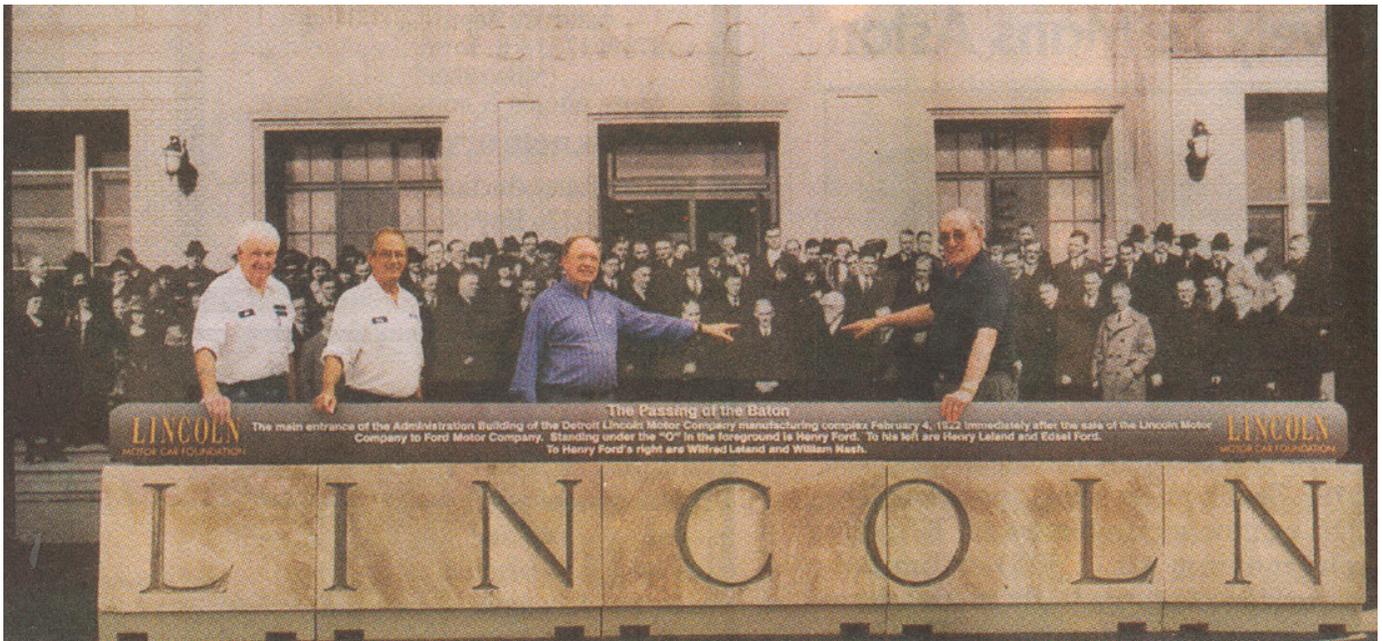
The Lincoln Mark LT is designed for customers who want equal amounts of luxury and capability. It has indisputable truck credentials with outstanding payload and towing capacity and adds an additional level of style and sophistication beyond high-end pickup trucks on the road today. The Mark LT offers four full doors, front captain's chairs and a full rear seat, all providing ample comfort for five adults.

"The Mark LT takes luxury to a place it has never really been before - the truck market," said Darryl Hazel, Lincoln Mercury president. "This is a Lincoln designed for two different types of customers. First, it's for people who need a truck, but want all of the trappings of a

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Phone Call Saves Historic Lincoln Sign....

Story courtesy of Phil Skinner and Old Cars Weekly.



As Jack Eby and Richard Duncan point to Henry Ford and Henry Leland in an original photo of the day Lincoln was sold to Ford, Ed Howcroft and Wally Tennyson, who help maintain the sign, look on. Picture by Phil Skinner.

For nearly 80 years, the giant sandstone letters stood proudly. Only by the luck of a phone call made from a dedicated fan of the Ford Motor Company was a very important and historic part of America's automotive legacy saved.

Established in 1917 for the production of airplane engines to contribute to America's contribution to the Great War waged in Europe, the Lincoln Motor Company was known for its precise engineering and perfection in assembly techniques. After the war ended and no further government contracts were in the future, father and son founders of the firm, Henry and Wilfred Leyland, shifted their manufacturing interests to motorcars.

By 1920, the Leyland-built Lincolns started to roll out of the plant located at 6200 Warren Boulevard, in the western section of Detroit. Despite a superior product, by early 1922, financial fortunes had taken a turn for the worse, and the Leylands were forced to auction off the company's assets. Stepping in to save the day, and the marque, was Henry Ford and his son, Edsel. An agreement was made between the four, and on February 4, 1922, the amount of \$8 million was paid to cover the Leyland's debts, with the Lincoln Motor

Company becoming a subsidiary of Ford Motor Company.

To celebrate this event, all of the parties posed for photographs on that cool winter morning. The backdrop was the front steps to the main offices and assembly plant, with the Fords and the Leylands in the center, and other employees grouped together under the large limestone sign that spelled out the word, "Lincoln." For more than 30 years, this was home to the highest-quality products made by the Ford Motor Company - the mighty Model K V-12s, the Zephyr, and the original Continentals.

In 1955, Lincoln production was moved to a new Wayne, Michigan, assembly plant where it stay until the start of the 1958 model year, when the production of these quality cars was transferred a few miles away to Wixom assembly, where it remains to this day.

After Lincoln moved out of the Warren Blvd. factory, the facilities became the new home for the Continental Division's ultra-luxury Mark II, introduced in the 1956 model year. By the spring of 1957, Mark II production wound down, leaving the plant empty until the fall of

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Historic Lincoln Sign continued.....

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that year. Due to a large number of complaints about production quality of the new 1958 Edsel, more than 12,000 of these cars were repurchased, transported to the old Lincoln plant, and had major reworking completed on them to make them saleable. Ironically, the last use by Ford at this building was a car considered the biggest mistake in company's history.

For years, local "Ford-o-phile" Mike Skinner tried to get Detroit Edison to open the doors of this historic plant for guided tours by dedicated historians and automotive fans. All of his requests were turned down. Officials cited reasons ranging from not enough man-power to concerns of building safety. On one of his routine calls to once again plead for permission, he was met with the news that the building was set for demolition within the next few days.

Horrified at the possible loss of some of Detroit's most important artifacts, he quickly started making phone calls to others he felt would share his concern. One of the first to jump on the bandwagon was Richard Duncan, retired owner on Jerome-Duncan Ford in Stirling Heights. He made a call to a contractor friend about saving the sign. Also responding to the call for help was Jack Eby, the head of the Lincoln Motor Foundation, who made a few calls to several "angels" that made healthy financial contributions to help pay for the preservation of the sign. A final phone call was made to the demolition company, and after hearing the appeal given by Skinner, agreement was made to give the impromptu group access to the building to remove the sign, but they only had a small window of opportunity in order to keep the project on schedule.

A local contractor agreed to help; and was able to provide skilled crafts men and the needed equipment and tools for the heavy stone sign' removal. Workers descended on the, building with all of the right tools; Diamond saws, cables, cranes, and manpower;' and the sign, along with two decorative tiles, were successfully, removed right on schedule.

Richard Duncan then solved the next problem - where to store the unique artifact. For years, he had collected Ford memorabilia and had put together a little exhibition hall behind his dealership, which he, simply calls "Memories." Special wooden cradles were built by two of Duncan's employees to display the signs, and a photo backdrop with black-and-white recreation of the photo

from the day the Ford purchased Lincoln was created.

Duncan's Memories museum is open free to the public every Thursday from 9:00 am to 5:00 pm, and by special appointment to groups and car clubs. While a more permanent home for this large stone-cut sign is being sought out, Duncan has told those involved that it has a home for an indefinite period of time.

This story courtesy of Old Cars Weekly, a publication dedicated to the old car hobby. Tim Purvis suggested that we reprint it in our newsletter. Old Cars Weekly is a great source of information about our hobby and it is one of the publications your editor looks forward to receiving and reading each week.

Northstar Picnic continued...

(Continued from page 4)

brought it by trailer, as it can only be driven short distances at this time. Bright yellow, it attracted as much attention as any other Lincoln. We all enjoyed seeing it and learning what the next steps will be in the completion of this interesting project. It should be a fun car when it is finished.



Steve Kastl's work in progress

Long distance members attending included Russell and Dolly Zangger from Larchwood, Iowa, which is near Sioux Falls, and Allen and Lee Bundgaard from Breezy Point. It is always great to see both of these very interesting couples at our events.

The auction went well, with Ed Myhre officiating. All items were sold, and the club netted about \$200 over expenses.

Our sincere thanks go to both Roger and Barb Wothe, for again sharing their fine facility with us for our picnic.

luxury vehicle. Second, it's for those who don't necessarily need a truck, but need to make a bold statement that can only be made by a few unique vehicles in today's market.

"Lincoln created the full-size luxury SUV segment with the launch of the Navigator six years ago, and we believe there is growing market appeal for a truck with luxury and elegance but with absolutely uncompromised truck capability," Hazel adds.

Creating Lincoln elegance and understated luxury from such a solid foundation was key to crafting the new Mark LT. Mark LT incorporates contemporary yet timeless design, indulgent comfort and the unique use of materials to meet the standards expected of a luxury vehicle. Hazel is confident the new vehicle provides the opportunity to introduce a new customers to the Lincoln family.

The Customer and the Market

"This Mark LT is for consumers who appreciate recognition and look for new ways to express their personal style," says Hazel. "The Mark LT is their reward and it tells everyone else that this is one self-assured person who has arrived."

During the past decade, buyers flocked to the traditional pickup truck segment, more than doubling annual volume from 1.1 million to 2.3 million units. Lincoln's customer research predicts continued growth in the high end of both the truck and SUV segments.

"Our dealers loved the Mark LT from the minute they saw it," says Hazel. "And we knew intuitively that this was a winner and we expect that to translate to the market when it goes on sale in early 2005."

Lincoln's customer research shows that there is a core group of buyers who don't believe current pickups offer a true luxury choice, and that some vehicles labeled as "luxury trucks" aren't authentic trucks.

While the target customer for the Lincoln Mark LT leans toward men in their mid-40s to mid-50s, great interest is expected among younger buyers who view their vehicle as a status symbol and spend their money on vehicles and vehicle accessories and sound systems.

Capability Meets Elegant Design

Although the Mark LT is an authentic pickup with superior power and driving dynamics, what makes it a true fit for Lincoln is its unique elegance. The exterior

design sets the truck apart from other pickups offering refined appearance cues of the Lincoln family of vehicles.

The Mark LT's face displays a dominant grille that combines traditional Lincoln lines with a new solid center that features a prominently anchored, Lincoln star as the showpiece.

The Lincoln design theme continues at the rear with taillamps that wrap into the tailgate for a broadened appearance, similar to Aviator and Navigator. The tailgate of Mark LT finishes the exterior design with an inset appliqué that features a Lincoln star at the center. Additional chrome exterior elements are found on the front and rear bumpers, side mirrors, door handles, lower cladding, running boards, and the rolled tip of the tail pipe. Optional box rail moldings adorned with chrome round out the appearance enhancements inherent to the Mark LT.

Interior Luxury for Those Who Travel Well

The first impressions of a luxury vehicle are made by its appearance, use of fine materials and array of amenities. But the true test of luxury comes when the vehicle is on the road and is measured by decibels. A luxury vehicle must offer an exceptionally quiet, comfortable cabin environment. The Lincoln Mark LT does just that thanks to its solid foundation built upon the Ford F-150 chassis, body design, and sound insulation measures, which translate well into a luxury vehicle. The Lincoln Mark LT benefits from a fully-boxed frame, liquid-filled engine hydromounts, thick window side glass, inset doors with double-layer seals, and more to help limit unwanted road, tire, wind and engine noise in the cabin. Lincoln vehicles have a rich heritage of interior environments that combine the height of style, elegance and romance. The Lincoln Mark LT offers a modern design interpretation of the brand's heritage with luxury enhancements such as real Ebony wood accents, soft Nudo leather seating surfaces and an indulgent level of standard equipment.

The Lincoln Mark LT uses contemporary finishes and warm colors that result in an environment that is both inviting and stimulating. "It's important to find the right combination of materials," said Marek Reichman, director, Interior Design. "This vehicle has a harmonious balance of materials, while providing enough contrast to be visually interesting." Two interior environ-

(Continued on page 12)

Mark LT Continued...

(Continued from page 11)

ments are available: Pebble with Light Parchment seats and Black with Dove Gray seats.

Because Lincoln represents elegance without compromising comfort, the Mark LT features lavish use of premium leather. This velvety Nudo leather covers the steering wheel, seating surfaces, and center console, while plush carpet completes the opulence of the interior.

The steering wheel features a Lincoln star and is trimmed in a tone-on-tone contrasting leather to coordinate with either interior environment. The Mark LT instrument cluster continues the luxury theme of the truck's interior, with a unique font and elegant chrome trim with a Lincoln theme.

Luxury and Power

The full-sized luxury vehicle buyer wants to travel well, even when hard at work. The Mark LT delivers on this promise with a standard 5.4-liter, 3-valve Triton™ V-8 engine that produces 300 horsepower at 5,000 rpm and 365 foot-pounds of torque at 3,750 rpm.

The Mark LT's 5.4-liter Triton engine uses a 3-valve head design to enhance power and torque and an advanced electronic throttle control system that improves power response and modulation. The engine is particularly well suited for a luxury truck due to its engineered-in refinements in sound quality. Engine noise, vibration and harshness (NVH) is limited by use of a tuned intake resonator and low-restriction exhaust system.

The 5.4-liter, 3-valve Triton™ V-8 engine has ample low-end torque, and the sophisticated electronic throttle control is designed to provide seamless, instant response and consistent transmission shift quality at various altitudes and vehicle loading. With a towing capacity of 8,900 lbs. and payload capacity of 1,620 lbs., Lincoln's Mark LT can tow anything from a horse trailer to a small yacht and carry all the gear needed to arrive in style.

A Safe Journey

For safety, the Mark LT offers outstanding occupant protection with a structure designed to absorb and dissipate crash energy before it can reach the reinforced passenger compartment. Features such as Ford's Personal Safety System™, occupant classification sensing and Belt-Minder™ safety belt reminder system also help provide enhanced protection.

Article courtesy Ford Media.

Great Lincolns Now For Sale...

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

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

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

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

1988 Mark VIII LSC. Burgundy Metallic with matching perforated leather interior. Full power with sun roof and power antenna. 5.0 HO engine, 16inch alloy wheels with Michelin XGT-4 tires. Recent top end overhaul due to coolant leak, and recharge with R-134A in A/C. New water pump and tune up. A couple of minor rust spots at left rear side marker light. Would be an excellent daily driver. 85,400 miles \$2,950

Call Ron Fenelon at 815-624-4014 or email lincolnsareus@charter.net for more details on these Lincolns

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



For Sale:

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

For Sale: Nice 1971 Mark III, 98K miles, same owner for 25 years. Light butterscotch color, brown top and interior. \$3,300 to a good home. 320-220-0844, near Willmar, MN
For Sale: NOS in FoMoCo boxes, Two 1961 Brake drums. \$55 each. 320-796-5819, Spicer, MN email: darkside-manor@tds.net..

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



1991 Mark VII LSC Bill Blass Special Edition. Great looking car. 116K miles, \$6,995. Well cared for. Call Denny at 651-777-2433

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

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

Call Tom Brace at 651-644-1716

WANTED

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

FOR SALE

1966-1977 DeLuxe Radio, AM/FM Signal Seeking, all rebuilt and ready to play your favorite stations. \$100
Call Harvey Oberg today, 651-739-9754

FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000
Call Wendy Norine, Litchfield 320-693-2990

—1956 Mark II—

Available now, 1956 Continental Mark II, 25,000 mile original. Purchased twenty five years ago from the widow of the original owner. Maroon exterior with matching leather interior in good original condition. Please call Cal Fercho at 701-237-6313



For Sale: Very nice, very clean 1996 Cartier Town Car. Assembled in Michigan for export to Canada for executive use. Has unique Daytime Running Lights. Second owner now wishes to sell. 71K miles. \$7,500. Please call Harry Anderson at 612-869-2359 for an opportunity to own this fine car.

Preview of Coming Attractions

The following include scheduled club events

October All Lincoln Car Show, Coon Rapids Lincoln Mercury, 3789 Coon Rapids Boulevard, Coon Rapids of course. Saturday, October 9th, 10:00 AM to 3:00 PM.

November End of year Brunch, Sunday November 14th, Piccadilly's in Mahtomedi. 11:30 AM. Great service and food. Reasonable prices. Private room for the club. Map and more information on back page.

December No club activities planned for December. You are on your own. However if you crave companionship of other Lincoln owners, call up one of your friends in the club and take them out to lunch. As an alternative, you could take your wife out for lunch. Also plan on buying her some good tools to put under the tree. Take some time and write an article for the newsletter. And if you really want to feel good, buy some dog treats and drop them off at your local animal shelter.

January Sunday Brunch. Location to be determined.

February Event in planning stage.

March Sunday Brunch. Location to be determined.

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

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

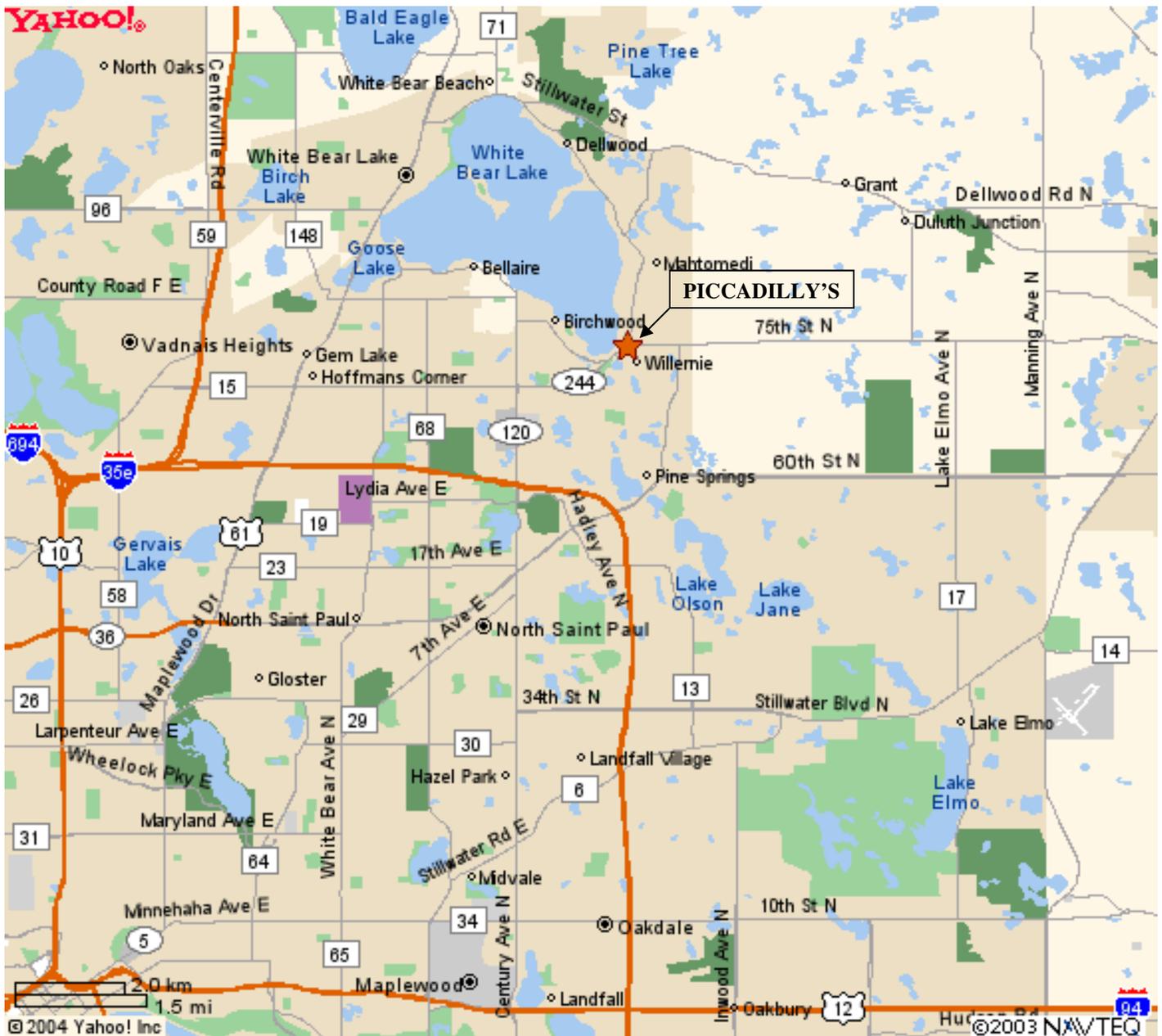
FALL LINCOLN SHOW, OCTOBER 9, 2004



Our October event this year is a All Lincoln Car Show at Coon Rapids Lincoln Mercury, 3789 Coon Rapids Blvd, Coon Rapids, MN. 10:00 AM to 3:00 PM.

We look forward to meeting some new Lincoln owners, and perhaps adding to the membership. There will be prizes and lunch will be at one of the nearby restaurants. Shuttle transportation back and forth will be provided by Coon Rapids Lincoln Mercury. Set this date aside now. With any luck at all, we might have better weather in October than we had in June. Lets get that Lincoln out for one last time this year.

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



SUNDAY, NOVEMBER 14TH, 11:30 AM
NOVEMBER BRUNCH - LAST EVENT OF 2004
PICCADILLY'S RESTAURANT
70 MAHTOMEDI AVENUE, MAHTOMEDI, MN.

Good food, low prices, great service. Last club event for 2004. RSVP to Bob Johnson by November 11th, so we can have enough room for everyone. Looking forward to seeing most of you there.

More in the November issue.