

NORTHSTAR NEWS

My Pride and Joy



Bob Fitzsimmons' 1941 Continental on the way to Glory!

By Bob Fitzsimmons

This should come as no surprise to anyone reading this explanation of how and why I got to become an active member of The Northstar Region of The Lincoln and Continental Owners club.

My interest in self-propelled vehicles

surfaced when I got tall enough to stand by and look out of the windows in our house. I could spend lots of time watching the comings and goings at the Ford garage across the street. When I got toys, they were usually toy cars (except for gifts from my grandmother who always knitted a pair of mittens and a scarf for me). In those days, tootsie toys and even cast iron cars and trucks were relatively cheap, so that is what I got. This interest grew as I did and I continued to collect miniature cars to this day. I got my drivers license as soon as I could, and that meant when I turned the ripe old age of fifteen. In those days you needn't demonstrate your driving prowess. You only applied and plopped down fifty cents, and soon one came in the mail. I didn't get a car of my own until I graduated high school and needed my own transportation to the U. I went through a series of well used cars, some of which didn't last very long, but after getting my degree, a real job, a wife and child, my desire for a "hobby" car blossomed and I began looking. Luckily, they weren't that expensive (comparatively) at this time and I had the help of some car friends I had picked up along the way. Don Peterson, who was the voice of the old car hobby at this time, located a 1947 Lincoln Continental coupe in a collection in Western Minnesota.

The price was only a little more than I could afford, so I bought it. I didn't have it very long when someone who knew the car contacted me and wanted to buy it. Though I was not in the mood to sell it, he talked me into it, so away it went. A while later, there was a FOR SALE ad in the paper for a 1941 Lincoln Continental. I called the number in the paper to inquire, but the voice said someone had already

(Continued on page 2)

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.

This Issue Contains

Feature Car of the Month	1	Directors Message	4
Club Information Page	2	Northstar Region Event Calendar	13
Editors Message	3	Board of Directors meeting minutes	5
Trivia...	3		

Board Of Directors - 2009-2010

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

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)

called and said he would buy it. I left my name and number and kind of scratched it. A week or so later I got a call. The caller said he was not going through with the purchase and I could buy the car if I was still interested. I did. It had some mechanical problems that needed immediate correction but after that it was usable. It turned out the car did not have its original engine but was powered by a flat headed Mercury V-8. It turned out to be an adequate power plant.



Some thirty years ago, before restoration begun.

After some time and usage went by, a friend, Jim Grady, asked if the car was for sale, he would be interested and subsequently he bought the Lincoln. He did some work on the car and found a V-12 and had it installed. He used the car mostly to tie his dog to. Eventually, he found a better use for the space in his garage and the dollars it represented, as he was into building and racing sports cars so he called me one Saturday morning and said he was putting the Lincoln up for sale, and if I was interested I should hike on over. I did.

The car was getting pretty tired, so I contracted with a shop that was doing restoration work. They had worked on my 1939 Ford convertible coupe. So I took the "Connie" in and left it in their care. Bad choice.

(Continued on page 6)

Trivia from the Internet



Percy Spencer
1894 - 1970

Percy Lebaron Spencer was born July 9, 1894 in Howland, Maine. His father died in 1897, and his mother left him a short time later. He lived with his aunt and uncle after that. He never graduated from grammar school, but went to work in a mill as an apprentice at age 12, before joining the U.S. Navy in 1912 to learn wireless telegraphy. He joined the Raytheon Company in the 1920s. He became Senior Vice President and a senior member of the Board of Directors at Raytheon. He received 300 patents during his career at Raytheon; a building there is named after him. Spencer was married and had three children, James, John, and George.

(Continued on page 4)

Editors Message

January 23rd and we are trying to put the finishing touches on the February issue. It has been a strange weekend weather wise here in the Twin Cities. Very slippery conditions on Friday, with many minor accidents along the freeways. Folks driving way beyond the capabilities of their vehicles. With the new all wheel drive trains, going is always easy, however stopping as always presents the challenge. No one wants to leave a respectable distance between cars while driving. Saturday, we had ice in the early morning and that presented Faithie with a challenge when she had to go out for her nature call. Her legs went out, each in a different direction, causing her to work frantically to regain a foothold on the ice. Not a pretty sight. Much rain later in the day, fortunately, the temperature was about 36 degrees and it was too warm to freeze. I guess we are having our January thaw and if it is only here for a few days, it is a welcome relief. The days are notably longer, February always seems to go by quickly, and with March just around the corner, spring is in sight.

February's club event is the potluck/ auction with the Classic Car Club. More details on this will be on the back page. Please attend if possible, as it is a nice way to spend a Saturday evening and a good chance to visit with both North Star and CCA club members.



Ch. Faithie, sweet girl that she is, is looking forward to Valentine's day and the cards she might receive..

February 2010

March will bring a Detailing Seminar at Ken Sampson's in Wyoming, MN. Ken has a whole bag of tricks and is always eager to pass on useful information to our members. Don't miss this. The next day, we will have our March brunch at Tinucci's in Newport, MN. We have been there several times, the price is right and the food is good. More information in our March newsletter.

From the internet, we have purloined another article on the MKT. This is a Lincoln unlike any other Lincoln to date. It is a car that will help determine the future of the brand. It is a highly technologically advanced car and deserves a honest look by anyone looking for a fine American made luxury vehicle. Go to a Lincoln dealer near you and take a look. It does have styling that is different and may take a while to get use to, but all in all it is a very fine car.

Also, I would like to remind you that if you hear of any of our members under weather, please let Faythe Oberg know. She is waiting at the ready to spread a little cheer (read cards and flowers) on behalf our membership to those members and their families who could use a ray of sunshine. Faythe may be reached at 651-739-9754.

Till next month..

David, Marion and Sweet Faithie the Samoyed.

(Continued from page 3)

Like many of today's great inventions, the microwave oven was a by-product of another technology. It was during a radar-related research project around 1946 that Dr. Percy Spencer, a self-taught engineer with the Raytheon Corporation, noticed something very unusual. He was testing a new vacuum tube called a magnetron, when he discovered that the candy bar in his pocket had melted. This intrigued Dr. Spencer, so he tried another experiment. This time he placed some popcorn kernels near the tube and, perhaps standing a little farther away, he watched with an inventive sparkle in his eye as the popcorn sputtered, cracked and popped all over his lab.

The next morning, Scientist Spencer decided to put the magnetron tube near an egg. Spencer was joined by a curious colleague, and they both watched as the egg began to tremor and quake. The rapid temperature rise within the egg was causing tremendous internal pressure. Evidently the curious colleague moved in for a closer look just as the egg exploded and splattered hot yolk all over his

(Continued on page 5)

Directors Message by Bob Johnson February 2010



As I write this column, I'm thinking back over the years as your Region Director. It has been a privilege to meet so many great people, and more importantly make so many special friends. It has been an honor to serve as your Regional Director. We have many things to be proud of in our North Star Region, the number one newsletter in LCOC, all the activities that our members help host or work at, and our three annual Lincoln car shows we do each year. I'm honored to again be elected to be your Region Director for 2010. You, the members are the North Star Region and your efforts have made this such a wonderful organization. Thank you to everyone who has volunteered to help or host our activities. We thank all long time members for your continuing support; new members we welcome you to the Lincoln hobby and hope that you have had a fun time at our events and hope you will make new friendships that will last a life time. If you think that I or any Board member can be of service in any way, don't hesitate to contact us, remember this North Star Region is what you have made it.

Our annual Potluck and Auction with the CCCA will be held on Saturday, February 20th, at Motorplex Court, Chanhassen at 5:00 PM. Please bring your favorite dish to pass and good auction items. Please RSVP by Thursday, February 18th, to Wendy Mckinnis at home 612-926-5670 or email to Randall.McKinnis@sodexo.com and specify salad, dish, or desert. Again, please bring an item for the auction.

Ken Sampson will again hold a detailing seminar at his Wyoming business, Saturday, March 20th, 10:00 AM till done.

Our first Sunday Brunch for 2010 was at Jake's Irish Pub in Excelsior on Sunday, January 10th, we had 22 hardy members attend despite the nasty cold weather. We had members travel long distances to attend, Deb Andahl, Bismarck ND, Roald and Rosalee Storvik, Austin and John and Dorothy Palmer, Barum. Ray Nelson was our Door Prizes winner, thanks to Nan Roth who gave him a Ford Lincoln Mercury wrist watch she won, and everyone else donated their door prize to Ray, it was a lot of fun. Dave Gustafson donated seven 2010 North Star Region and Faithie calendars, we also used as door prizes. The food was great and the members really had fun.

At our January Brunch, Ray and Jeanine Nelson said they would like to host another summer picnic at their beautiful home in Princeton, now planned for Saturday, July 10th.. Deb Andahl asked if we would like to come to Bismarck, North Dakota, to see their wonderful state. We will do a four day driving tour which will include many stops and sites featuring our 8th Annual Out State Lincoln Car Show at Eide Ford Lincoln Mercury in Bismarck on Saturday, August 14th, along with going to Andahl's.

(Continued on page 5)

(Continued from page 4)

amazed face. The face of Spencer lit up with a logical scientific conclusion: the melted candy bar, the popcorn, and now the exploding egg, were all attributable to exposure to low-density microwave energy. Thus, if an egg can be cooked that quickly, why not other foods? Experimentation began...

Dr. Spencer fashioned a metal box with an opening into which he fed microwave power. The energy entering the box was unable to escape, thereby creating a higher density electromagnetic field. When food was placed in the box and microwave energy fed in, the temperature of the food rose very rapidly. Dr. Spencer had invented what was to revolutionize cooking, and form the basis of a multimillion dollar industry, the microwave oven.

***Nearly 6 Feet Tall,
Weighing 750 Pounds***

Engineers went to work on Spencer's hot new idea, developing and refining it for practical use. By late 1946, the Raytheon Company had filed a patent proposing that

(Continued on page 6)

January Board Meeting

January 14, 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 Gavrilescu, Bob Roth and Roger Wothe. Other members present were Nan Roth, Faye Oberg and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson reported on two sites for the 2012 Mid America Meet. The Holiday Inn in Burnsville did not appear to be adequate. The Conference Center in Chaska seemed to fill the bill, but there was some concern about the distance from the airport. Bob and Dave will look at sites in Bloomington. We are about out of Regional License plates, but a reorder for a minimum of one hundred fifty would be \$450.00. The topic is open for further discussion. Bob suggested that the members first prepay and then submit an order for Northstar Region shirts. Bob also noted that all regions but two are represented on the LCOC website.

Treasurer Harvey Oberg reported the treasury balance to be \$2,837.44 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the dues renewal notices will be going out within a week. Currently the membership is approximately one hundred fifty. He would like more "My Pride and Joy" articles.

Activities: The region is continuing to seek suggestions from the membership for activities. A current list of suggested activities will be found in the newsletter.

There being no further business, the meeting was adjourned at 7:30. The next meeting will be at Culver's in Maplewood on Thursday, February 4th at 7:00 PM. All guests are cordially welcomed to attend.

Respectfully submitted by Secretary Roger Wothe.

Directors Message continued...

(Continued from page 4)

At our November Board meeting we planned some of our activities for 2010, if you have a place that you think our membership would enjoy please contact one of our Board members with your idea. We still need input for some activities is 2010.

Dave Gustafson still needs "My Pride and Joy" Lincoln articles about your car, every Lincoln has a story, please tell us yours.

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

(Continued from page 5)

microwaves be used to cook food. An oven that heated food using microwave energy was then placed in a Boston restaurant for testing. At last, in 1947, the first commercial microwave oven hit the market. These primitive units where gigantic and enormously expensive, standing 5 1/2 feet tall, weighing over 750 pounds, and costing about \$5000 each. The magnetron tube had to be water-cooled, so plumbing installations were also required.

Initial Reactions Were Unfavorable

Not surprisingly, many were highly reluctant about these first units, and so they found only limited acceptance. Initial sales were disappointing...but not for long. Further improvements and refinements soon produced a more reliable and lightweight oven that was not only less expensive, but, with the development of a new air-cooled magnetron, there was no longer any need for a plumber. The microwave oven had reached a new level of acceptance, particularly with regard to certain industrial applications. By having a microwave oven available, restau-

(Continued on page 7)

More Pride and Joy

(Continued from page 2)

It had been there for fifteen years. There had been some progress, but not enough to make the car usable. Since things were not happening, I asked Tim Purvis if he could tackle work on the car. He agreed to do mechanical and electrical things but not paint and body. We agreed, so he with help and guidance from his wife, Sandra Gaye, buzzed through these areas and made an excellent runner out of it, but it was not set up for driving since it had no glass, no doors and no interior. So it went back. Again with no progress. Friend Fred Syrdahl told me about a shop that was run by a small group of body men that had a shop on a farm just north of Hastings. I went out and talked to them and they agreed to try. They went out and picked up the pieces and took them back to their shop. Progress is slow, but it is progress none the less, and I hope it will be on the road come spring.

I have a feeling that my story is not unique amongst my friends in this hobby.

Editor's note: We want to thank Bob very much for this article. Over the past fifteen or so years, I have heard Bob and others talk about this 1941 Continental and it's fits and starts on the road to completion. The picture on page one doesn't do the car justice, you have to imagine what it will be when completed. Hopefully, that day will be soon and we are looking forward to seeing Bob behind the wheel early this summer. Pictures will be taken and the event will be celebrated in a future issue of the North Star News.

LCOC Board Meeting

By Bob Johnson

On Saturday, January 23, I attended the 2010 LCOC Winter Board Meeting. Again, the club membership declined 193 members in 2009, due to the effects of the bad economy, but it could have been much worse without the benefits of recruiting efforts by our membership on a local level.

To help Regions of LCOC that want to put on national meets, several changes were made to ease the burden on the financial end. Regions putting on a National Meet will be given \$500.00 seed money. To help members that just want to exhibit their car, the fee is reduced from \$35.00 to \$20.00 and the Region sponsoring the meet will get \$10.00 of the Fee.

LCOC did not lose money in 2009, mainly due to the financial cost cutting measures that were instituted last year, along with the membership dues increase to \$42.00 for 2009.

A lot of time was allocated to the discussion of the fund raising program for proposed Lincoln Motor Car Museum. We need to get behind this effort to preserve the history of our Lincoln Marque. Additional information regarding the museum will be forthcoming in future issues of this newsletter and the Continental Comments.

LCOC passed the proposal to give other recognized Lincoln Car Club members the opportunity to attend our National Meets by only paying

(Continued on page 10)

The MKT, Personality Plus...

(Continued from page 6)

rants and vending companies could now keep products refrigerator-fresh up to the point of service, then heat to order. The result? Fresher food, less waste, and money saved.

New and Unusual Applications

As the food industry began to recognize the potential and versatility of the microwave oven, its usefulness was put to new tests. Industries began using microwaves to dry potato chips and roast coffee beans and peanuts. Meats could be defrosted, precooked and tempered. Even the shucking of oysters was made easier by microwaves. Other industries found the diverse applications of microwave heating quite advantageous. In time, microwaves were being used to dry cork, ceramics, paper, leather, tobacco, textiles, pencils, flowers, wet books and match heads. The microwave oven had become a necessity in the commercial market and the possibilities seemed endless.

The First "Radarange"

(Continued on page 8)

2010 Lincoln MKT EcoBoost AWD has a good personality and great moves by John Neff

Approaching the 2010 Lincoln MKT for the first time is like meeting a blind date. You've been told by friends she has a good personality, which immediately has you wondering what she looks like. From a distance



you see your fears confirmed: She's a big girl with a toothy grin and a weird hump. If super models are your thing, you'll be disappointed by this three-row crossover sitting alone in the corner with a red carnation in her hair. But if you meet her with an open mind, you'll find that a good personality goes a long way.

It's our job to go on blind dates with vehicles before you do, and despite the MKT's controversial design, we're glad we sat down and got to know her. Now, if you can't get over seeing a beached whale in your driveway every morning, stop reading; no twin-turbo direct-inject V6 engine, advanced infotainment features or luxurious appointments will change your mind. We'll agree to disagree and you'll probably pass judgment on the MKT from afar, not even giving it the courtesy of a test drive before shacking up with that German model. Will you regret not getting to know the MKT like we did? Read on to find out.

The Lincoln MKT has a sister – the Ford Flex. Both models are based on Ford's D4 full-size CUV platform and built in Oakville, Ontario. In past years, that would mean the Flex and MKT were near identical twins, the Lincoln version merely a rebadged interpretation of the Ford, with a new grille and more upscale materials. The MKT, however, is more like a big sister to the Flex – still related but not its twin.

Ford calls it a "differentiated top-hat strategy." The two vehicles share the same platform, suspension, engines and other mechanicals, but everything you can see and touch without the use of a wrench is unique to both. Lincoln designers, perhaps restless after being tethered to Ford designs for so long, went a little nuts.

We count three design elements that make the MKT controversial, and we'll start with that grille. It's called a "dual wing" in Lincoln parlance and can also be seen on the MKZ, MKS and newly redesigned 2011 MKX. We're all for establishing a consistent brand identity, but someone should've had the foresight to consider what enlarging Lincoln's new corporate face by 125 percent would look like. Now we know: Not so good. It's a shame too, as the rest of the front fascia is clean – elegant even – with interesting details like the centered crease that runs forward from the base of the windshield, splits the Lincoln logo and terminates

(Continued on page 8)

Lincoln MKT continued...

(Continued from page 7)

In 1947, Raytheon demonstrated the world's first microwave oven and called it a "Radarange," the winning name in an employee contest. Housed in refrigerator-sized cabinets, the first microwave ovens cost between \$2,000 and \$3,000. Sometime between 1952-55, Tappan introduced the first home model priced at \$1295. In 1965 Raytheon acquired Amana Refrigeration. Two years later, the first countertop, domestic oven was introduced. It was a 100-volt microwave oven, which cost just under \$500 and was smaller, safer and more reliable than previous models.

By 1975 Sales of Microwave Ovens Exceeded that of Gas Ranges

Technological advances and further developments led to a microwave oven that was polished and priced for the consumer kitchen. However, there were many myths and fears surrounding these mysterious new electronic "radar ranges." By the seventies, more and more people were finding the benefits of microwave cooking to outweigh the possible risks, and none of them

(Continued on page 9)

(Continued from page 7)



in the undercarriage. But who notices stuff like that when faced with the grille's mighty wingspan?

The other two off-putting design elements are an upward kink in the rear fender and that forward-leaning rear hatch. Whether or not you like the kink is up to you. We don't really understand its pur-

pose, but it doesn't ruin the design. The canted hatch, however, steals valuable cargo space and headroom from third-row passengers. There's only 17.9 cubic feet of cargo space with the third row upright, though that jumps to 75.9 when it's stowed. The Flex, however, with its right angles and slab sides, is easily a more practical crossover because the MKT makes sacrifices at the altar of the aesthetic gods.

Aside from those three distracting elements, Lincoln designers did well making the MKT's outward appearance live up to its more-expensive-than-Flex price tag. Our tester's White Platinum Metallic Tri-Coat paint was as flawless as a pearl, while the lack of cladding, sparing use of chrome and simple surfaces reminded us of contemporary furniture design. The MKT would be right at home in a SoHo loft parked next to a \$5,000 Italian sofa.

Once you get past the exterior (if you can), an interior awaits that's above reproach. The materials are first rate, featuring stitched leather on the padded dash, center console and doors. Real Olive Ash wood trim cuts across the middle and also tops the big multifunction steering wheel, and those Canyon-colored leather seats are supremely comfortable and supportive with 12-way adjustability for both the driver and front seat passenger, as well as being heated and cooled.

On the topic of not hitting things, the MKT can be had with two technologies that help you avoid rearranging its sheetmetal. The first is the Blind Spot Monitoring System, an admittedly ubiquitous piece of tech in large vehicles these days, but a helpful one in the MKT with its rather large blind spots. The second is Active Park Assist, another technology you can find in other high-end automobiles, but the Lincoln's system is by far the best we've used. Simply pull the MKT alongside an open parking spot on the street, hit the APA button and inch forward. When the system senses there's enough room to parallel park, put the vehicle in Reverse and let go of the steering wheel. You're on braking duty, but the system will steer and park this barge perfectly every time.

(Continued on page 9)

*But Wait, there is still more about the MKT..**(Continued from page 8)*

were dying of radiation poisoning, going blind, sterile, or becoming impotent (at least not from using microwave ovens). As fears faded, a swelling wave of acceptance began filtering into the kitchens of America and other countries. Myths were melting away, and doubt was turning into demand.

By 1975, sales of microwave ovens would, for the first time, exceed that of gas ranges. The following year, a reported 17% of all homes in Japan were doing their cooking by microwaves, compared with 4% of the homes in the United States the same year. Before long, though, microwave ovens were adorning the kitchens in over nine million homes, or about 14%, of all the homes in the United States. In 1976, the microwave oven became a more commonly owned kitchen appliance than the dishwasher, reaching nearly 60%, or about 52 million U.S. households. America's cooking habits were being drastically changed by the time and energy-saving convenience of the microwave oven. Once considered a luxury, the microwave

*(Continued on page 10)**(Continued from page 8)*

Low-speed maneuvers are one thing, but how does the MKT perform above parking lot speeds? In a word, remarkably. For one, our tester's push button starter fires up Ford's 3.5-liter EcoBoost V6 producing 355 horsepower at 5,700 rpm and 350 pound-feet of torque at just 3,500 rpm. We've sampled this engine in the Ford Taurus SHO and Flex, as well as the Lincoln MKS sedan. It's a superlative mill using twin turbos and direct injection to create a power band as deep as Warren Buffet's pockets. With the EcoBoost V6, you wouldn't know the MKT with all-wheel drive weighs a smidge over 5,000 pounds because effortless power is its calling card, just like a larger V8. The upside is better fuel mileage: We experienced a range of between 19–22 mpg, which is at the hind of the EPA's 16 city/22 highway mpg estimate. The downside: no V8 vibrations or acoustics.

The MKT uses a six-speed transmission with paddle shifters to carve the EcoBoost's output into maximum thrust chunks. Shifts are smooth and transparent while dropping kids off at soccer practice and making back-and-forth trips to Home Depot, but those oddly shaped paddle are there in case manual control is required. Rare among flappy paddles, up and down shifts are activated on the same paddle, not split on either side. Pull back on either paddle for upshifts and push forward with either thumb for downshifts. It takes some getting used to, but manually controlling shifts means the engine will be at your beck and call rather than preoccupied with maximizing fuel economy.

We were all set to comment on the MKT's handling, steering and breaking in the context of a long road trip we had planned that would rack up over 800 miles, mostly on the highway. It would've been what you expect with remarks about how the MKT goes great in a straight line and soaks up expansion joints like a Tempur-Pedic mattress. All that's true, but a navigation glitch by yours truly meant the nav system plotted our route without the benefit of high- and byways. A blessing in disguise, we road tripped from Cleveland to D.C. on back roads only and had a rare chance to flog the MKT on some of Pennsylvania's windiest roads.

While using the MKT more like a Mustang than the three-row crossover it is, we isolated the one difference that makes it a better driving vehicle than competitors like the Audi Q7 above or Buick Enclave beneath: it's low. Other large CUVs have enough token ground clearance to pretend that "off road" is some place they're actually going to explore, but the MKT drops that pretense and hunkers down over its 20-inch wheels wearing P255/45VR20 all-season rubber. That lower center of gravity combined with all-wheel drive, big contact patches and enough ribbon-smooth pavement to wrap the Keystone state in a bow turned out to be a delicious recipe for surprisingly fun driving.

Fortunately, the MKT's power-assisted rack-and-pinion steering didn't spoil our fun in Pennsylvania back country. Heavy assist is present at low speeds to help

(Continued on page 10)

(Continued from page 9)

oven had developed into a practical necessity for a fast-paced world.

An expanding market has produced a style to suit every taste; a size, shape, and color to fit any kitchen, and a price to please almost every pocketbook. Options and features, such as the addition of convection heat, probe and sensor cooking, meet the needs of virtually every cooking, heating or drying application. Today, the magic of microwave cooking has radiated around the globe

Inventor Spencer

Doctor Spencer continued at Raytheon as a senior consultant until he died at the age of 76. At the time of his death, Dr. Spencer held 150 patents and was considered one of the world's leading experts in the field of microwave energy, despite his lack of a high school education.

On September 18, 1999, Dr. Percy LaBaron Spencer was inducted into the National Inventors Hall of Fame and took his place in history alongside such great inventors as Thomas Edison, the Wright Brothers and George Washington Carver.

MKT... We're not done yet....

(Continued from page 9)

turn the tiller of this 5,000+ pound CUV, but as speed climbs that buffer begins to fade and you can feel the friction between the road and tires. This feedback helps your fingers know which direction the wheels are pointed instead of just using your eyes. The four-wheel disc brakes kept up as well, though their mushy feel didn't always inspire confidence even if they did arrest motion well enough when asked.

Are we saying that the MKT is the best handling big CUV out there? No, we're saying that if you require three rows of seating and like the finer things in life, there aren't many better handling large luxury crossovers available, short of a much more expensive and narrowly focused BMW X5 M. In other words, if you want a luxury CUV that feels more like a wagon than a wannabe 'ute, get the MKT.

There's also the issue of price, and the MKT scores well here with a \$49,200 base MSRP for the EcoBoost model. When equipped with comparatively powerful V8 engines, the German competition (Audi Q7, BMW X5 and Mercedes-Benz GL) all start above \$55,000 with less standard equipment. Our MKT EcoBoost tester came with a \$4,000 Elite Package that adds navigation, a THX-certified stereo, the Panoramic Vista Roof and Blind Spot Monitoring System. The only other option we had was Active Park Assist for \$595, though Adaptive Cruise Control is also available for \$1,295. Even still, the MKT EcoBoost tops out fully loaded where its Germanic competition is just starting.

So our blind date with the 2010 Lincoln MKT turned into a week-long getaway where the journey was more enjoyable than the destination. It does everything well that you'd expect, and proved to be extremely comfortable, luxurious and technologically advanced enough to impress the editors of Engadget. But we were most surprised with how well this lady dances, something we would never have known if we saw her sitting alone in the corner and made a B-line for the door.

2010 LCOC Winter Board Meeting continued...

(Continued from page 6)

National Meet Registration fees; car would be eligible to be shown and win Class awards in Exhibition, Touring Class and Primary Class. The hope is that these Lincoln owners would like what they were involved in and then consider joining LCOC. More information will be in up coming "Comments" magazines. This meeting was very productive, with issues being worked on in a cooperative environment for the betterment of the Club.

Florida did not have any SNOW, only 60 and 70 degree weather, a very nice change for Mary and I.

Great Automotive Buys...

For Sale

1979 Mark V Cartier Edition

Light Champagne, Matching leather interior
Equipped with 400 CID engine and fully
equipped. Mint condition, inside and out.
Low Mileage - 38,300 Miles. See pictures
and listing on carsoup.com

\$9,000 - Best Offer

Call Ray at 612-722-9966

Wanted

Continental Wheel Hump Style Trunk Lid for
1977 Lincoln. (some limo's had these)

Call Francis Kalvoda, Willmar 320-235-5777

For Sale: 45-48 Lincoln Left and Right
front fenders. 46-48 nose section, make
offer, no chrome. 46-48 front axle com-
plete \$100. 46-48 transmission with
overdrive excellent condition \$650. 59
AB block Mercury engine complete \$400.
Call Ted Anderson 763.561.8143.

For Sale

1988 Town Car, with 45,000 miles. Has new tires
and battery, and looks like new. Gray with gray
soft half-top, rectangular opera windows and side
lights.

Fairly price to sell at \$5,000.00

Call Don Peterson at 507-454-3010, 507-429-0476
or 507-454-5231, Winona, MN
Email: dop@mwsco.com.

For Sale

1972 Lincoln Mark IV

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

Call Don Pennock 651-488-1596
Cell 651-253-5516

1981 Continental Mark VI

Two door coupe with sun roof

Am losing my storage, so I need to sell
this fine Lincoln. Fairly priced at \$4,650.

Call Bill Hastert at 651-633-9691



Black exterior with black leather interior.
New white side wall tires. Recent work
includes new A/C compressor and radi-
ator. 80,400 miles, car is in like new show-
room condition. This fine Lincoln is from
the former Bob Bliss collection in Fari-
bault.



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.

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

For Sale \$850.00 OBO

1939 Lincoln Zephyr 4 door sedan sheet metal only! This car has been completely disassembled and stored for over 50 years and left in a small garage in South Minneapolis. This car was sanded and primed years ago and was the unfinished dream of a fellow Zephyr admirer. I would like to sell Fords first unit-body car with sub frame, four doors, hood, deck and fenders. I have many other parts.

After January 1, 2009 I will offer all above parts and many more Zephyr parts not listed above, individually at a fair market price.

If you are restoring a Zephyr or building a Zephyr street rod and need this sheet metal, please call or email.

*Karl Flick cell 612-961-9705 or email
karlflick@charter.net*

I am loosing my storage, and I do need to part with a few of my Lincolns. The following are offered for sale at this time. All are in above average condition, look very good and are very sound mechanically. Affordably and realistically priced at or below current market value. All reasonable offers will be considered.

1988 Mark VII LSC

1974 Mark IV 1978 Mark V
1967 Continental Convertible

Call Dick Serwat at 651-554-0716

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 just what you need.

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

Please call Gordy Jensen at 612.819.2107

For Sale - 1955 Lincoln Capri

Four Door Sedan, with a Blue/White exterior and a Dark Blue Interior

This is a one-owner car with 33,000 miles.

One re-paint, car needs a little

TLC. Bob Gavrilesu has seen the car believes it to be a good value for the asking

Price of \$6,500 or best offer. Being sold for the owner by Lynn at 612.861.5546.

For Sale

1996 Continental, extremely well maintained, very nice car, 140 K, \$5000.

Call Bud Bloomquist, 320-220-4667.

STORAGE AVAILABLE

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

Contact Connie **952-835-4148**

Preview of Coming Events

The following include scheduled club events

- February Saturday potluck with the CCCA. Saturday, February 20th, Motorplex court, Chanhassen, 5:00 PM till ? Please RSVP by Thursday, February 18th, to Wendy Mckinnis at home 612-926-5670 or email to Randall.McKinnis@sodexo.com and specify salad, main dish, or desert. Please bring item for auction.
- March Detailing seminar by Ken Sampson, Wyoming, Saturday, March 20th 10:00 AM to 12:00 PM.
Sunday Brunch, March 21, at Tinucci's, Newport, 11:30 AM
- April Sunday Brunch.
CCCA annual garage tour.
2010 Eastern National Meet, Ocala, Florida, April 19-23
- May Morrie's Minnetonka All Lincoln car show Saturday, Memorial Day weekend. Saturday, May 29th. 10:00am to 3:00pm.
- June Barnum Car Show, Saturday, June 12th.
- July Summer picnic, Ray and Jeanine Nelson's, Princeton, MN, Saturday, July 10th, 11:00 till 3:00 PM
- August 8th Annual Out State Lincoln Car Show, Saturday, August 14th, at Edie Ford Lincoln Mercury, 800 E Bismarck Expressway, Bismarck, ND. This will include four day tour, starting Thursday, August 12th thru Sunday, August 15th. North Star Member collections to be visited, Francis Kalvoda, Charlie Hanson, and John Trandem, plus Paul and Deb Andahl's. Andahl's will host us at their home and plan other activities. You can just drive up for what ever part of weekend you want to participate in or enjoy the whole weekend. We will have special hotel rates in Fargo on Thursday, August 12th and in Bismarck for August 13th and 14th. Details in the next few issues.

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

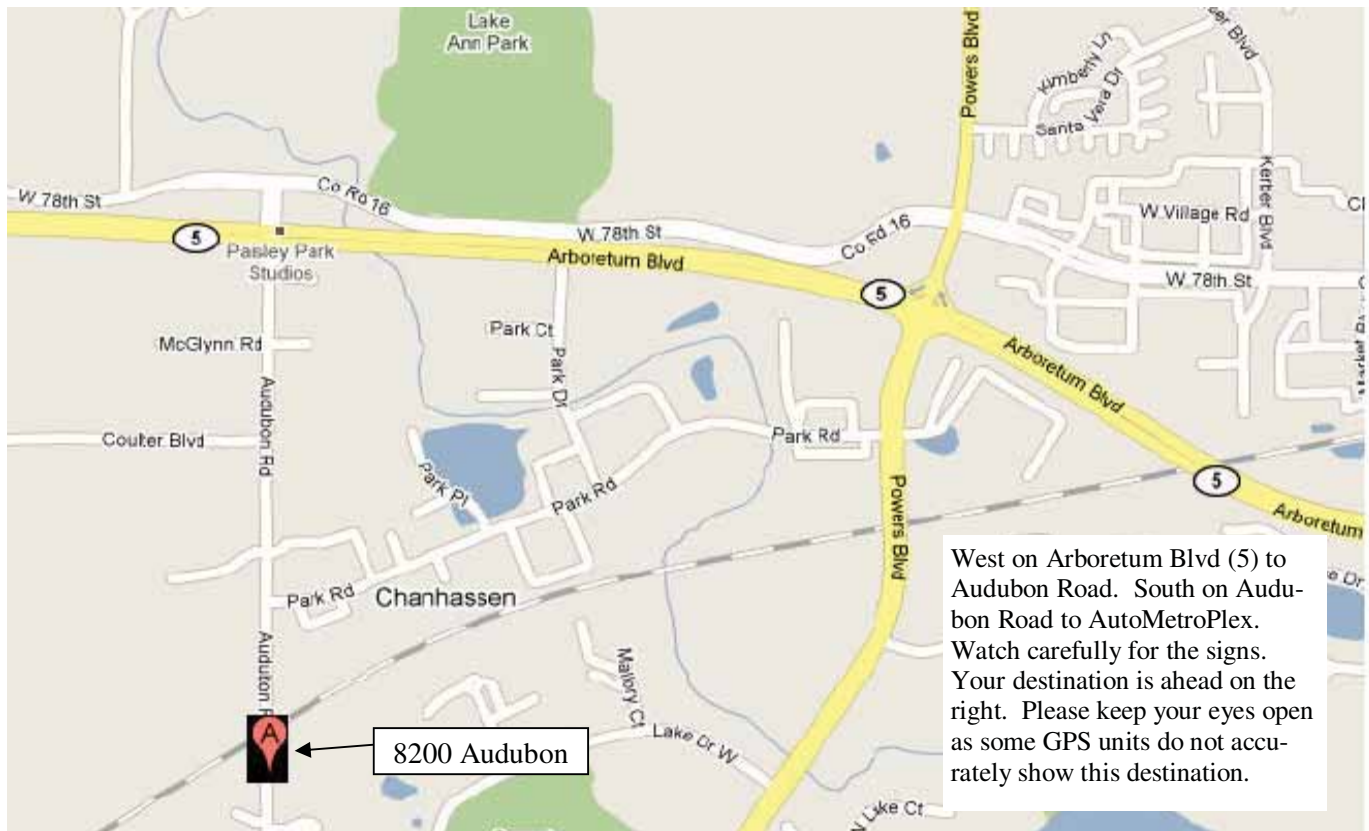
BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE
NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

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

North Star Activities

**MAKE YOUR PLANS TO ATTEND NOW!
SATURDAY, FEBRUARY 20th, POTLUCK WITH THE CCCA**



Saturday, FEBRUARY 20TH, 2009. 5:00 PM TO 9:30 PM

Auto MotorPlex, 8200 Audubon Road, Chanhassen, MN 55317

A Winter tradition, the annual auction and pot-luck gathering brings out the best of our famous good fellowship of the CCCA and the Lincoln Club.

All Northstar LCOC members are cordially invited to attend this event. Bring something for the potluck to share with others.

Also please bring auto related items (parts, literature, toy cars, auto-related collectibles, etc) to donate for the auction. This has always been a fun event, and your chance to spend a Saturday night away from the TV, having a great evening with your friends.

Please RSVP by Thursday, February 18th, to Wendy Mckinnis at home 612-926-5670 or email to Randall.McKinnis@sodexo.com and specify salad, main dish, or desert. Please bring item for auction.