

NORTHSTAR NEWS

My Pride and Joy

This Month we are fortunate to have Lloyd and June Pearson, who helped found the Northstar LCOC share their 30 plus years in the hobby. Here is their story.

Our director, Bob Johnson, has asked me to write about what got me started in the old car hobby and what has kept my interest.

I've always had a love of cars and at age 15 my parents let me buy my own car, a 1936 Chevrolet, from a man who drove it only to the grocery store and to church, and he just had one leg. It was a very nice, low mileage '36 Chev. As time went on, I read about old cars, and after I was out of school I purchased a book called Great Cars of All Time and I sat and read about the Mark I Lincoln Continental.

I had a friend in Rotary named Kermit Wilson, who had a beautiful '40 Lincoln Continental Cabriolet and I can remember how dashing he and his wife, Lavonne, looked driving around with the top down. This got me very excited about the hobby. I put an ad in the Minneapolis paper in 1970 asking for a '40 or '41 Lincoln Continental Cabriolet. For an additional seven cents per line a person could place an ad in the rural edition. About a week later I got a call from Forman, North Dakota, and a man named Rudy Rathert said he had a '40 Continental in the garage that he would be willing to sell to me. So, I took my wife's Buick, a tow bar and a roof rack, and drove out to Forman in February, 1970. Rudy told me on the phone that he had some extra Zephyr fenders that could be adapted to the car.

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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.



Lloyd and June Pearson and their Original Lincoln Continental
Picture courtesy of Jay White

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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.

My Pride and Joy continued

(Continued from page 1)

I bought the car and towed it home. Had I known more about cars I might have looked around for a car in better condition, but being a real beginner, I thought this was good, it was complete, the rear fenders were leaded on, there were two gas tanks, and a dead chicken under the hood. Ultimately, I had a frame-up restoration done, took the body off the frame, cut it in half, sandblasted the frame and restored it. Kermit and I then drove our cars to our first Eastern National Lincoln meet at Dearborn, Michigan in 1971. My car was burgundy red with tan leather and Kermit's was black with leather and whipcord. My family flew out to be with us and we had a great time.

It was a relatively uneventful meet; they used car-wash judging at the time, with five stations. Having a newly rebuilt V-12, it was a little difficult to start when it was warm. At about the third station I had trouble getting it started again. Finally, it started up and the people standing around gave a big round of applause. That was the beginning of going to Eastern

car meets. We continued enjoying the car and working on the different things we would learn from the judging and the various experts at each meet. On each drive home from the meets, my wife June makes a list of things to work on for the next year. This typically includes 10 to 12 items, and we call this "continual restoration".

I then wrote an article for the Lincoln Comments on what I had learned. I had written to different experts around the country asking questions about authenticity, what was plated, what color this or that was, and how to restore the car. The motivation for writing this article was to try to help the next restorer avoid mistakes and to do it right the first time. Out of this grew the Authenticity Manual that several of us collaborated on in the First and Second editions. Even with the Authenticity Manual, today a person will still find things that they may not agree with or that vary from car to car. In any event, it makes it better for the restorer to have these guidelines.

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Trivia from the Internet.

By the end of the 19th century, automobiles began to appear on city streets throughout the country. It was not long before a number of these cars were hiring themselves out in competition with horse-drawn carriages. Although these electric-powered cabs were slightly impractical (with batteries weighing upwards of eight hundred pounds), by 1899 there were nearly one hundred of them on New York's streets. Many believed that these new cabs would provide a cleaner, quieter, and faster way to travel. But progress has always had its price, and on September 13th of that year, a sixty-eight year-old man named Henry H. Bliss was helping a friend from a street car when a taxi swerved and hit him, giving Bliss the dubious distinction of being the first American to die in an automobile accident, and giving cabbies a first glimpse at a reputation they would soon solidify.

Eight years later, the New York Taxicab Company made the bold decision to import six hundred cars from France. Powered by gasoline, these red-and-green-paneled cars were the first in a new generation of city transportation. Though

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Editors Message

Sunday evening of the last weekend in March. This message will be one of the last things to do for the April newsletter. We had a two fairly nice days last week, with temperatures in the high 60's. I saw a few fairly new Mustangs out with their tops down, drivers enjoying the first (of we hope many) nice driving days ahead. We also had some heavy rain, which helped clean things up a bit. With the temperature level going up, it was time to turn on the de-humidifier in our lower garage. During the really warm weather, there is a steady trickle of water running out the hose leading outdoors. If you store cars inside, humidity control is important.

We have some good events coming up. Our April brunch will be at Kozlak's on the 18th. Please see the map on the last page of the newsletter. The food is always good and with the promise of great weather there should be record attendance. Please also note the Spring Garage Tour with the Classic Car Club. This is a usually a great driving tour, beginning at 8:30AM and usually lasting most of the day. Be at Pete Hustad's on Saturday, April 24th. See the event page for the address. Do not miss this fund filled day. Marion and I have attended the last few years and we had the opportunity to see some very fine collections.

Please take notice of our new members. It looks like they have some nice Lincolns. We hope to see many of them with their cars at club activities in the near future.

May is around the corner and with that our annual all Lincoln Car Show at Whitaker Lincoln Mercury. If you have any friends that have interesting Lincolns, please make sure to let them know about this free show. Every year we get to see some cars that are owned by people not in the club. We also get to build new friendships which can help both the club and the hobby.

Again, please join Marion and I at the April events. Till next month... David, Marion and Alexander....

March Brunch...



Dick Serwat and friend. Check out the Northstar Club shirts



Ray and Jeanine Nelson, Floyd and Carol Ann Homstad. Pictures courtesy of Roger Wothe.

*Last Chance
Please send in your
Northstar Region
Club Dues Today
Don't Miss out on the fun!*

Save Those Calendars.....

Long time member, Harvey Oberg collects Classic Car calendars. If you have any old outdated calendars you were planning to eventually throw away, save them for Harvey. Anything with classic or automobiles of a special interest would be welcome to Harvey.

Please bring them to the next Northstar event or call Harvey at 651-739-9754.

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 automobiles still made up only a fraction of New York traffic, their popularity was growing, due primarily to their easy upkeep. With the accessibility of gas-powered cars and the introduction of the taxi-meter (used to gauge miles traveled and time elapsed) the taxi industry flourished. By the teens, there were half a dozen large fleets, and thousands of independent owner/drivers. However, at fifty cents a mile, cabs were still geared toward the relatively wealthy.

By the 1920s many industrialists had realized the economic potential of a popular taxi industry. While the largest fleets were primarily owned by the major automobile manufacturers like General Motors and the Ford Motor Company, by far the biggest and most successful was the Checker Cab Manufacturing Company. Founded by Morris Markin, a young Russian immigrant, Checker Cabs produced the large yellow and black taxis that would become one of the most recognizable symbols of mid-20th century urban life. Though produced in Kalamazoo, Michigan, Checker cabs were, for many years, the most popular taxis in New York City.

As companies like Checker grew, so did the need for enforceable regulations. Cabbies

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Monthly Director's Meeting

March 11, 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 and Tim Purvis. Other members present were Gaye Purvis, Faye Oberg and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the 2004 Western National LCOC Meet will be in Albuquerque NM. The next club activity is brunch on March 21st at 11:30 AM at the Radisson Convention Center in Plymouth. RSVP to Bob at 651-257-1715. The Upper Midwest Classic Car Club is having a garage tour on April 24th. Bob is currently bidding on three dozen Lincoln baseball caps on eBay. Good luck, Bob!

Treasurer Harvey Oberg reported that treasury balance to be \$5,112.59 with all bills paid. The club will be receiving twenty percent of the auction proceeds from the evening at Dick Pellow's collection, about \$150.

Projects Director Bob Gavrilesu reported no new sales the past month.

NEW BUSINESS

Member Lloyd Pearson sent a list of the charter members of the North Star Region Lincoln and Continental Owners Club to be published in the monthly newsletter.

There being no further business, the meeting was adjourned at 7:30 PM. The next meeting will be at Whitaker Lincoln-Mercury on Thursday 8 April at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe from notes provided by Bob Gavrilesu.

March Brunch Pictures



Frank Warner, The Bob Johnsons, The Monsons, Frank Vanatta, and Jim Jacobson.



Carol Ann Homstad, Marion and David Gustafson and Bob Gavrilesu.



In the background, Harvey Oberg awarding one of the door prizes, a good looking Lincoln watch.

Pictures courtesy of Roger Wothe

If you have a favorite car that you would like to tell us about, send in your story with a picture to the editor. We will feature it in one of the future issues.

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were often the victims of unfair labor practices, and passengers the victims of price gouging. Neither the police nor the Taxicab Commission could temper the corruption. With the increase in drivers during the Depression, cabbies found themselves fighting for every fare. General unrest over driving conditions and salaries was exacerbated by news that the Checker Cab Company had been bribing the then Mayor, James J. Walker. Tensions grew and in 1934 more than 2,000 taxi drivers took over Times Square in what many called the biggest strike the city had seen.

In response to this unrest Mayor Fiorello H. La Guardia signed the Haas Act of 1937, which introduced official taxi licenses and the medallion system that remains in place to this day. Medallions are small plates attached to the hood of a taxi, certifying it for passenger pick-up throughout the city. Providing a limited number of medallions, the government could keep a closer watch on the quality and quantity of taxis in the city. While attempting to assure better wages for the drivers, many of whom at the time were Irish, Italian, or Jewish immigrants working long days in difficult conditions, the new medallion system gave increased power to a

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Directors Message

By Bob Johnson

Our March activity was a Sunday Brunch at the Plymouth Radisson, on March 21st, we had 27 members turn out for fine food and a great atmosphere. Bob Garvilescu won our door prize, a Lincoln digital wrist watch. Jeff Eisenberg drove his newly purchased 1964 Lincoln Continental four door Hardtop; he found the car at Stillwater Ford the previous week. February's activity with the CCCA at Dick Pellow's netted our region \$167 our part of the auction proceeds.

We still have 23 members yet to renew their membership for 2004. Dave Gustafson can't complete our 2004 Region Directory until we know who is renewing. We will be trying to print the directory the 15th of April, so please send your renewal in ASAP. We do need YOU in the Region to help us succeed, to have fun, to enjoy your Lincoln and to enjoy your company. If you think you are too busy to attend our events, don't drop out, stay a member and keep in touch when possible. Remember the LCOC and the Northstar Region need you and want you to continue being members.

Sunday, April 18th, at 11:30 AM is our next event, Brunch at Kozlak's Royal Oak Restaurant, in Shoreview on Hodgson Road, just East of White Bear Lake. Directions are detailed in coming attractions... We have a separate dining area setup, if you plan to attend, please RSVP to Bob Johnson at 651-257-1715, by Wednesday, April 14th. Kozlak's has a large parking lot, please park on the North side of the restaurant next to Hodson Road, so our Lincolns will be prominently displayed. This will be a great time to get the car out and ready for 2004's driving season. If you know anyone who has a classis Lincoln invite them to come to this Brunch.

I feel honored the Lloyd and June Pearson, took the time to write about their 35 years in the Lincoln Club, for our newsletter. Remember last years April fools article, please send Dave an article about your Lincoln, every car has a story about it, and we NEED more articles.

Saturday, May 22nd, from, 10:00AM to 3:00PM, we will have our 5th annual classic Lincoln car show at Whitaker Lincoln Mercury in downtown Inver Grove Heights, just north of 1494 on South Robert. Their will be dash plaques, prizes, and food courtesy of our fine

friends at Whitaker L/M. We had almost 40 cars last year; let's improve on that number this year. This is a great event to show case our beautiful Lincoln cars, please bring them to the car show.

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

Don't Forget
Brunch at The
KOZLAK'S
APRIL 18th 11:30 AM
See Back Page

Willmar Car Show
Sunday, May 16, 2004

Announcing the 24th Annual Willmar Car Show and Swap meet. Sunday, May 16th at the Kennedy Elementary School, 824 7th Street SW, Willmar, MN. This is a big weekend at Willmar, events scheduled for Friday, a automobile display at the Kandi Mall, Saturday, cruise at the New London A&W, and on Sunday, the big show. Car show admission only \$8 per show car. Over 120 trophies and awards. Northstar member Fran Kalvoda welcomes all LCOC folks to this event. For more information check the Willmar Car Club web site www.willmarcarclub.com

FOR SALE.....

2 - 1947 5 Window Lincoln Coupes
In Restorable Condition.

1 - 1947 Lincoln Sedan which is a
Parts car.

Priced fairly at \$3,500 or best offer.

Please call Dale Neuman at 218-729-1062

Information courtesy of Harvey Oberg.

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handful of large fleet owners.

By mid-century, taxis were an integral part of urban transportation, with approximately 12,000 servicing the city. Even with an incredible system of subways, busses, trains, and ferries, the taxi still held a prized place in the hearts of tourists and natives alike. In the 1960s the city ordered that all New York City taxis be painted yellow, helping to cut-down on unofficial drivers, and forever changing the Big Apple's image. This new look worked to distinguish taxis from the quickly growing industry of private livery services that began to appear throughout the five boroughs. While livery drivers were barred from picking up people on the street, they found much of their business in the neighborhoods of racial minorities that cabbies often illegally avoided. During this time, both industries found their drivers in the growing populations of Black, Latin American, and Middle Eastern immigrants.

Today there are 12,187 taxis and some 40,000 drivers in New York City. They are the focus of sitcoms, ad campaigns, news reports and countless anecdotes. With the Checker cabs retired and minivans and SUVs in their place, taxis have become a true reflection of their time. They take more than two hundred million passengers almost eight hundred million miles a year. They make more than one billion dollars in revenue and drive passengerless for almost a million miles a night. They maintain twenty-four-hour coverage of one of the biggest cities in the world, and they almost always get you where you need to go.

We Welcome the following new members....

We take great pleasure in welcoming the following new members to the Northstar Lincoln and Continental Owners Club:

Anthony Anderson, St. Paul, Mn

Gregg W. Asher, Mankato, Mn.
Gregg has a 1977 Mark V.

Lowell Brekke, Austin, Mn. Lowell owns a 1958 LC Mark III and a 2000 L Town Car.

Susan Cherne, Ely, Mn. Susan has a 1981 Mark VI.

Dennis Childs, Welch, Mn. Dennis owns a 1960 Mark V Convertible.

Calvin and Doris Fercho, Fargo, ND. The Fercho's have a 1956 Mark II.

Morlan and Gloria Johnson, Fargo, ND

Dwight Joyner, Minneapolis, MN

Elrod and Harriet Kaufman, Freeman, SD The Kaufman's own a 1956 Premier Sedan.

Al and Kathy Longley, Dayton, Mn. Al and Kathy own a 1951 Lincoln Cosmopolitan Sedan.

Lee and Dottie McMahon, Webb Lake, WI. The McMahon's have a 1966 Continental Convertible and a 1954 Capri Sedan.

Roger Oakleaf, Sioux Falls, SD. Roger has a 1975 Mark IV and a 1970 Lehmann-Peterson Limo.

Doug Peterson, Austin, MN. Doug owns a 2002 Town Car.

Kevin and Silvia Sherek, Virginia, MN Kevin and Silvia have a 1962 Continental Sedan and a 2001 Town Car.

John Simler, Evansville, Mn. John owns a very nice 1956 Premier coupe.

Marlyn and Maxine Slettum, Montevideo, Mn. The Slettum's own a 1979 Mark V.

Shawn Sweeney, New Brighton, Mn. Shawn has a 1972 Continental MK IV.

John Trandem, Fargo, ND. John owns a 1956 Mark II.



Douglas and Edith Gracy's 1948 Cabriolet with unidentified family member taking the car out for a spin on a nice day.

My Pride and Joy continued

(Continued from page 2)

We drove our 1940 Lincoln Continental, Number 120 (of 350 made), for about 18 years, to National meets; Zephyr, Continental and Grand Classics. At one time it scored 100 points at the Grand Classic held in Bloomington, Minnesota.

Then we received a postcard from the Zephyr Club telling us that a car belonging to Marshall Allworth would be auctioned off in Duluth. It was a chauffeur-driven, oneowner, three-window coupe. There were about 23 people who bid on this car and ultimately we were successful in purchasing it. So, now we had two cars.

The 1939 Lincoln Zephyr three-window coupe was a burgundy red color with cloth interior, but we liked the idea of leather, so Ed Linnea did the interior, and did a beautiful job with tan leather, and we added a two-speed rear end to it. In my early days in the Club, Kermit Wilson was very wise in suggesting to me that as I was thinking about what kind of cars to get into, he thought hydraulic brakes were essential, as well as sealed beam headlights. The '40 Continental has sealed beam headlights, but the '39 Zephyr does not. There is an addition that I would add to that, and that is to have a two-speed rear end (or in a '41, a Borg-Warner overdrive), a real advantage when driving these cars.

There was a Lincoln Continental, Number 12, in Minnesota that many people had known of for many years. Greg Johnson, in Austin, MN, owned it and had gotten it from the Watkins or the King family in Winona. It was an original, very early, unrestored car that would be a very desirable car to own, but was stored away in his garage. Perhaps the ultimate car to own is an unrestored, original with the patina and authenticity that is lost in a restoration. Finally, after much persuasion and some delay, Greg agreed to sell the car to me and I am extremely grateful to him for letting me have it.

When Number 12 became mine, Number 120 was sold to a gentleman in Santa Barbara, California, and we went back to having two cars. We've had a great time with our threewindow coupe. It's very nice for traveling and we can fit two suitcases and two sets of golf clubs in the area behind the front seats, and then we have the whole large trunk for additional car parts when traveling.

Driving these three cars to meets over the years, we

have totaled over 71,000 miles and have had many great experiences. We've made many friends and we treasure these relationships. I've served on the National Board for the Continental Club for a period of time and also was fortunate to show our '39 Lincoln Zephyr at the Meadowbrook Concourse d'Elegance in Michigan and at the Salzburg House in Iowa, both of which were wonderful, memorable experiences.

During the '70's, Elmer Rohn was a member of the Board of the LCOC, along with myself, and he was in charge of starting regions. He kept talking to me about having a region in Minnesota. Finally, we decided to do something about it, so June and I mailed out postcards to the people who were on the Lincoln Zephyr and the Lincoln Continental rosters and we put an ad in the newspaper inviting any interested people to come to the Braemar parking lot by the swimming pool on a Sunday afternoon. We had 22 people show up at our first meeting. They were Mike Gerner, Harvey & Faye Oberg, Dick & Bev Koop, Tom & Mary Koop, John & Lorraine Doherty, Tony & Maureen Wacker, Jerry & Ethel Fjelstad, Russell & Marie Bjorklund, Dick & Bobbi Larson, Jim Long, Lyle Burtzlaff, Bob Rice, and June & Lloyd Pearson. The six people who responded with postcards indicating an interest were Bruce Ludwigson, Bob Bliss, Mr. Bleach, Dr. Oscar Piestz, W. D. Curtis and Cliff Anderson, Jr. This was the beginning of our Minnesota region. Many of the people are still very active in the region today. Because of my commitments at the time I wasn't able to take on any major role in the region, but June and I helped by calling people together. Fortunately, Mike Gerner stepped up and became our first Director, followed by Dick Larson and then Jim French, and now Bob Johnson. We've been blessed with wonderful leadership and people like Harvey and Faye Oberg, who have done so much to make the Region a success.

I think the attraction of these Lincolns is in their timeless design and their esthetically pleasing quality. We've enjoyed the car experience over the years, making great friends, visiting beautiful places, and having people visit us from other parts of the country. It's added a real dimension to our lives and has given us wonderful memories.

June and Lloyd Pearson

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



For Sale:

1978 Versailles, good driver, very clean and presentable. Beautiful like new leather interior, all accessories including air. 56,000 miles Exterior features a harvest gold color. Matching interior. Includes 4 wheel disk brakes. For an opportunity to own this fine Lincoln, call Lyle Sumner at 952-894-8431

Three wheel Harley cart. Used primarily to get around at car auctions. In excellent condition with rebuilt motor. Also has new seats and top. Fairly priced at \$995. Great for swap meets. Contact Susan or Richard Bauer at 651-894-9329 or email: srbauer@earthlink.net

Bring your new acquisitions home in safety and style..... 2000—18 ft Featherlite open car hauler trailer Model 3110. Like new and always stored inside. With four wheel electric brakes and 2 5/16 trailer ball. Yours for \$3,000. Call Bob Bjorndahl at 651-429-6042.

1979 Mark V Cartier
38,000 Miles. 400 Cubic inch engine. Always garaged. All manuals, all original car. Champagne color with Landau style roof. Matching interior with red trim in like new condition. Has optional 8 track player with tapes. Carpet covered with floor mats since new. \$12,000 Call Ray Dolney at 612-722-9966. Own tomorrow's classic today.

**Club Jackets and Shirts are Now Available
Reasonably Priced
Great Looking
Contact Bob Johnson at 651-257-1715**

For Sale: 1953 Lincoln Capri two door hardtop, original black over red with power windows and power seat. This is a rust free Arizona car presently undergoing restoration, including complete engine overhaul, new upholstery, chrome plating, wiring harness, and more. \$7,000. Call Gary Ofstedahl at 507-433-7649 or email at gary.ofstedahl@courts.state.mn.us for more information.

For Sale:

1955 Cadillac motor, fresh valve job with new valves and valve seats. Runs good. Has transmission adapter to fit 1946-48 Lincoln or Ford. \$500

1946-48 Lincoln front axle, complete \$150

Pair of 46-48 Lincoln front fenders and nose. \$250

2 upper grills for 46-48 Lincoln. \$150

Rear bumper for 46-48 Lincoln Zephyr. \$50

Pair of fender skirts for 56 Lincoln. \$150

46-48 Lincoln air cleaner, complete. \$300

Like new 6 volt Dura Start heavy duty \$20

Wanted 26 tooth 46-48 Lincoln transmission cluster gear.

Call Ted Anderson at 763-561-8143

—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 480-607-6724 until April 15th, after please call 701-237-6313



For Sale. 1969 MARK III 64,000 original miles. This is a very clean car, that has been inside most of it's life. This fine example of a Mark III scored 98 points at the Red Wing Mid-America meet in 2002. A super fine driver offered at \$13,900. Please call Bill Juring at 651-484-2799 today.

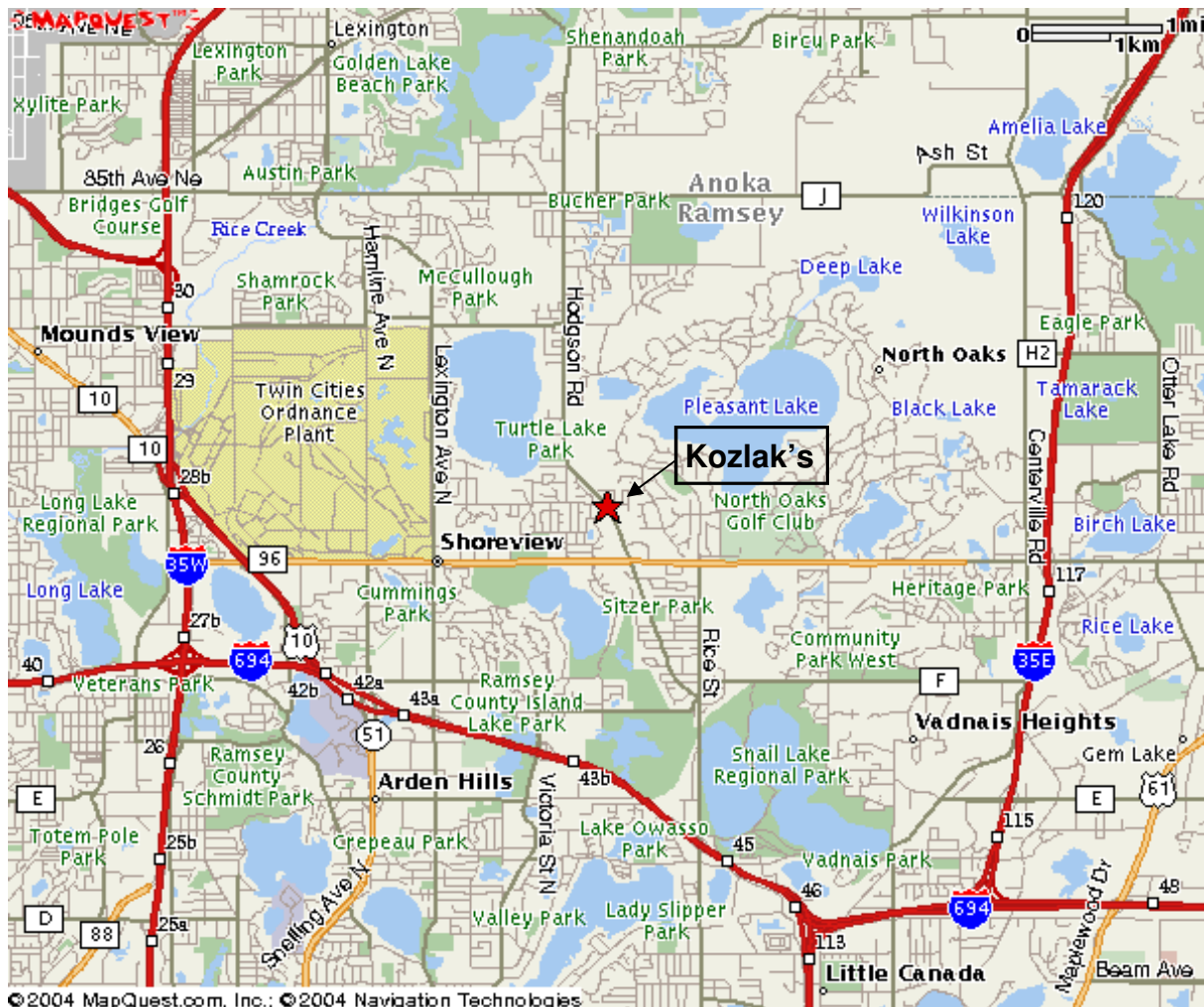
Preview of Coming Attractions

The following include scheduled club events

- April Brunch at Kozlak's. April 18th 11:30 AM RSVP Bob Johnson 651-257-1715
Western National LCOC April 21st - 24th Albuquerque, New Mexico.
Saturday, April 24th. Annual Spring Garage Tour with CCCA. Meet at Peter Hustad's
Classic Limo Service, 2501 North 2nd Street, Minneapolis, Mn 55411. Be there by
8:30 AM for coffee and rolls.
- May Annual All Lincoln car show at Whitaker Lincoln Mercury, Inver Grove Heights
Saturday, May 22nd. 10:00 AM to 3:00PM No Charge, Free Lunch.
Beginning May 29th Saturday Nights Downtown St. Paul on Kellogg Boulevard
- June Eddie Cochran Days, Albert Lea, MN , MN. June 11, 12, 13th More on this 3 day event
in upcoming issues. Member Rod Johnson invites us down to Albert Lea for all the fun.
Back to the Fifties... State Fair Grounds June 22nd to 24th.
- July Picnic at Ray Nelson's, Sunday July 25th.
LCOC Eastern National July 15th - 18th. Ellenville, NY
- August Northstar LCOC "Out state" All Lincoln Car Show. Southern Minnesota
Saturday, August 14th, 10:00 AM to 3:00 PM Austin Ford, Lincoln and Mercury
- September Northstar LCOC picnic Roger Wothe's Environments, Inc, September 12th.
LCOC Mid-America, September 22nd - 26th San Antonio, TX
- October Event in process. Possible tour to John Woodhead's collection.

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.



SEE YOU AT THE APRIL BRUNCH

Meet us at
KOZLAKS' Royal Oak Restaurant
 Sunday, APRIL 18th, 2004
 11:30 AM

RSVP Bob Johnson at 651-257-1715
 Or email arborbob41@aol.com
 By April 14th if you plan to attend.

Plan on saying HELLO to Spring at
KOZLAK'S, 4785 Hodgson Road
 Shoreview, MN (651) 484-8484

DON'T MISS THE FUN, SEE YOU THERE AT 11:30 AM

County Road 96 TO Hodgson Road, NORTH TO Kozlak's