

NORTHSTAR NEWS

Our Pride and Joy



Brad and Joanie Videen's 1956 Premiere Two Door Coupe

In November, 1976, I was nearing the end of my first quarter of dental school at the University of Minnesota. I received a call from my godmother, Lil, that she was looking for a good home for their beloved '56 Lincoln, since my godfather, Oscar, had recently passed away.

I knew the car, from admiring it at their lake home on Bay Lake, near Deerwood, MN. Oscar and Lil Bronson lived next door to my grandparents, John and Della Eastman. Oscar and my grandfather, were in business together as land developers (Bronson-Erickson Relators), especially around Bay Lake.

My grandfather, John, preferred Cadillacs, and always had the latest models to drive to his lake home. He had a reputation of pulling down trees with his Cadillac to help his customers when they cleared their lots for their cabin construction projects!

John and Oscar kept two of the nicest lots on the lake. They were on Brighton Point. Oscar prophesized that someday the county would probably put a bridge from Brighton Point to the church island, as it was very close to the mainland at Brighton Point. Fortunately, that never happened.

When Lil and Oscar showed up at the lake, they would pull that long white 1956 Lincoln up towards the corner of the cabin, lower all of the Lincoln's win

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

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Board Of Directors - 2016

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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Pride and Joy Continued...

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dows, and turn on the radio, so that they could listen to it in their cabin and outside. Those cars have incredibly long antennas, and wonder bar radios, so they could pull in many stations to choose from, even out at Bay Lake.

Well, I was truly interested to see the Lincoln again when Lil called me. I went to her home near Abbott Northwestern Hospital on Chicago Ave. in Minneapolis, and was happy to see that the car was still in excellent shape. It had 49,000 miles on it. They had kept the front seat covered with a clear vinyl cover. The paint was peeling a bit in a couple of locations, but there wasn't any noticeable rust anywhere.

The garage was on a back alley, and one could see that it had been lengthened to accommodate that long Lincoln! The front of the single car garage had a 4' addition where the car was parked.

I purchased the car for her asking price of \$1400., and ended up driving it home to Roseville, MN a few days later. My car collecting had begun!! Previous to that, I only kept one "newish" car while I fixed it up, preparing to sell it and make a few \$ for school while supplying me with the wheels to get there.

Once I got the Lincoln home, I changed the oil, antifreeze, and cleaned/oiled the air filter. I found an



Bronson's cabin, Oscar with his guitar, lower left, Lilian upper right, Grandma Della, the Lincoln in the background.

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Trivia from the Internet



Bechtel is the fourth largest privately held company by revenue and the top U.S. contractor as ranked by Engineering News Record. The Bechtel family through their Fremont Group (Fremont Private Holdings) along with Karl Schmidt are the new owners of Morries Automotive Group.

Bechtel Corporation (Bechtel Group) is the largest construction and civil engineering company in the United States, ranking as the 4th-largest privately owned company in the United States. Its headquarters are in the South of Market, San Francisco.

Bechtel's business activities began in 1898 when cattle farmer Warren A. Bechtel moved from Peabody, Kansas, to the Oklahoma Territory to construct rail-

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Editors Message

April 2016

It looks as though we may have had our last snow for the season. In Burnsville, it started shortly after noon on March 23 and was pretty much finished by about 10:30 that evening. We received about 12 inches, much of which melted down by late the next day. Our good friend the sun, will take care of most of it within the next day or two at the latest. Officially, we are now into Spring, and once we hit April, we will start to see some great weather. Good enough to take out even the 50-60-year-old Lincolns, first nice dry sunny day we get.

Please check out the calendar on page 15 of the newsletter. There are a lot of activities scheduled and we don't want you to miss out on any of them. There will be a brunch on Sunday, April 10 at the Horse and Hunt Club in Prior Lake. We were there quite some time ago. It should be good and we will have a chance to get together for a few hours and visit. Later in the month is the CCCA garage tour. Unfortunately, I missed the tour last year, but I am looking forward to doing it this year. There are always some really great cars that are tucked away in garages that seldom have the door open to most of us. It is always a real joy to get out for a day, see some fine automobiles and meet a lot of very interesting people. The details are on page 16.

May will see us return once again to Morries Ford Lincoln for our annual classic Lincoln car show. While it is a Lincoln show, if you have a really nice

older Mercury, we would like to see that too. Saturday, May 28 is the date. See you there. The details are also on page 16.

We want to thank Brad Videen for his fine story on his 1956 Premiere. Lincoln has produced some very memorable automobiles over the years, and the 1956 was one of the most better thought of designs. Coming in a close second to Lincoln that year in design was the Imperial. It too



Sweet Olga, celebrating her birthday, this past March 21, with an ice cream treat from Dairy Queen. It just doesn't get any better.

featured understated styling, a minimum amount of chrome and good clean classic lines. I am fortunate to have a nice one in my garage. I wish that I had a 56 Premiere sedan parked next to it. During this time, the American luxury car was at the zenith.

Cadillac, Lincoln, Imperial and Packard ruled the byways and highways. Beginning in the early fifties, America produced

some of the finest cars ever. True, there were the classic cars of the 1930's, but the '50's were very drivable with performance oriented V8 engines, smooth shifting automatic transmissions, power steering and power brakes and air conditioning to keep you cool during the hot summers.

Every older Lincoln has a story. We would like to read as many of them as we can. Do your part and send in your story today. Help keep your newsletter interesting and enjoyable.

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

*Directors Message by Bob Johnson**April 2016**(Continued from page 3)*

roads with his own team of mules. Bechtel moved his family frequently between construction sites around the western United States for the next several years, eventually moving to Oakland, California in 1904, where he worked as the superintendent on the Western Pacific Railroad. In 1906, W. A. Bechtel won his first sub-contract to build part of the Oroville-to-Oakland section of the Western Pacific Railroad. That same year, he bought his own steam shovel, becoming a pioneer of the new technology. He painted "W.A. Bechtel Co." on the side of the steam shovel, effectively establishing Bechtel as a company, though it was not yet incorporated.

Bechtel completed work on a series of railroad contracts during the early 1900s, culminating in an extension of the Northwestern Pacific Railroad finished in 1914.

Starting with the construction of Klamath River Highway in California in 1919, Bechtel ventured into jobs outside of building railroads. The company built roads, bridges, and highways throughout the western United States. The company worked on its first hy-

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With the nice weather this spring, we have already had our Mark VII convertible out for the trip to the Machine Shed on March 13. With two inches of rain on March 16, our yard is now turning green. The rain was welcome and it did not have to be plowed. Now we start the waiting period to be able go on a nice warm sunny cruise.

At our March Board meeting at the Machine Shed we approved doing a 2016 LCOC Membership Challenge that was initiated by the Rocky Mountain Region last year. The RMR results were outstanding. They doubled the size of their region from about 20 members to almost 40 members. Their members incentive to do this was the opportunity to receive a paid dinner for two and a free LCOC annual membership as the top prize. The winner was Rocky Mountain Region's Art Apple, with a total of 13 new members. Second place was won by RMR Director Jake Dout, with 11 new members. Theirs was a very successful membership campaign.

It is our intention to try to replicate Rocky Mountain's success here in our North Star Region. Our challenge is for **every current member to sign up at least one new LCOC Member by December 31, 2016**. For your efforts, anyone signing up five or more new members by the end of 2016 will receive a free dinner for two. The Member who signs up the most new members by December 31, 2016 will receive: **A Region Award Plaque presented at our January, 2017 brunch along with a check to cover a one year LCOC Membership and a free 2017 North Star Region Membership**. Remember to insert your name on the "REFERRING MEMBER NAME AND STATE" line on the LCOC membership form. Plus, our Membership Office Cornerstone Registration Ltd, will add one month free to your LCOC Membership for every processed membership application that has your name on it. Forms can be emailed to you for printing or "hard copies" can be supplied on request. *Good Luck to All and remember to: "Enjoy the Lincoln Ride"*

Our April Sunday Brunch, will be at the Minnesota Horse and Hunt Club, 2920 E 220th St, Prior Lake, on April 10, at 11:30 AM. Our Board meeting is scheduled for 10:30 AM. We were there back in 2004, it was a nice place, but they had a major fire and now have a new building. Please RSVP to Jay White by Thursday, April 7. Jay may be reached at 952-432-5939 or email jay@jwhiteandassoc.com.

The response to our July road trip and Car Show at Dick Koop's has been overwhelming. Dick was one of our original founding members and has continued his involvement with the North Star Region over the years. He has invited us to visit his "Classic Koop's Car Collection" in Moscow Mills, Missouri and to host our "outstate" car show at his collection on Saturday, July 23. Dick has also set up visits to a group of outstanding locations and restaurants. Please join us for this fun four-day road trip July 21-24. Come along for the whole trip, or join us during the tour. I'm ready to take the car cover off our convertible, can't wait to put the top down and go for a drive, summer is just around the corner.

The LCOC is still waiting for the final plan for doing a raffle of a 2017 Continental Sedan. The drawing will be at Hickory Corners, during the second annual homecoming meet on August 12 or 13, 2016. Raffle information will be mailed to each Lincoln club member sometime in April.

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

Bob and Mary Johnson.....

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

March 13, 2016

Regional Director Bob Johnson called the meeting to order at the Machine Shed Restaurant, Lake Elmo, at 10:25 AM. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Tom Brace and Jay White. There were about 30 members who attended parts of board meeting.

DIRECTOR’S REPORTS

Regional Director Bob Johnson went over the 2016 activities, with April Brunch being at the Minnesota Horse and Hunt Club, Prior Lake and highlighted our 14th Annual Outstate Car Show, that will be hosted by Dick Koop in Moscow Mills, Missouri and this will be a four-day road trip covering July 21-24.

With the North Star Region being approved to hold the 2018 Mid America National Meet, in July, we will start the planning later this summer, possibly in Rochester or La Crosse.

Bob discussed doing a 2016 LCOC Membership Challenge to get new members for both LCOC and the North Star Region. Full details of the challenge proposal will be printed in the newsletter. *After* discussion this proposal was moved and approved to do.

Second item discussed was to order Region shirts and baseball caps. After much discussion it was approved to order dark blue polo shirts and white baseball caps with our region logo on them. These items should be available by May 2016.

Treasurer Matt Foley, had Bob Johnson report that we have \$4373.55 in the treasury with all bills paid. This amount includes the check we received from the CCCA for our share of the potluck auction receipts (\$367.77), but does not include any membership dues received since the CCCA potluck

Membership and Publications Director Dave Gustafson reported that we have about 130 members renewed with about 13 Region members not paid. He stated that he still needs a “My Pride and Joy articles.

Activities: Jay White reported that we will be adding an August visit to Bill Juring’s home in Shoreview, to view his backyard railroad display, more information to come. The “Other” Bob Johnson, from Tyler MN, invited our Region to come to the 2017 Aebleskiver Days (Danish Celebration) in Tyler MN to hold our 15th Annual Outstate Lincoln Car show, this will be put on our 2017 schedule if the details can be worked out.

The meeting was adjourned at 10:55 AM. The next Board Meeting will be at Minnesota Horse and Hunt Club, Prior Lake, April 10th, at 10:30 AM

Respectfully submitted by Secretary Roger Wothe from notes supplied by Bob Johnson.

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droelectric projects in the 1920s for Pacific Gas and Electric Company in California.

By the time Bechtel incorporated in 1925, it was the leading construction company in the western United States. In 1929, Warren's son, Stephen, urged his father to take on the company's first pipeline project. Bechtel began working with California Standard Oil Company to build pipelines and refineries.

In January 1931, Bechtel joined other contractors in the west to form Six Companies, Inc., a consortium created to bid for a contract from the US government to construct the Hoover Dam. Six Companies won the bid in March and construction on the dam began in the summer of 1931.

Warren Bechtel died unexpectedly in 1933 while in Moscow on business. He was succeeded by his son, Stephen Bechtel, Sr., who became both the head of Bechtel and chief executive of the Hoover Dam project. Under his leadership, the Hoover Dam was finished in 1935. The project was the largest

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Pride and Joy continued...

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of its kind in US history at the time and Bechtel's first megaproject.

During World War II, the United States Maritime Commission invited the company to bid for a contract to build half of their order of 60 cargo ships. The company had no prior experience in shipbuilding, but bid for the entire 60 ships. Between 1941 and 1945, Bechtel's wartime shipyards, including Marinship and Calship, built 560 vessels. Bechtel also worked on a pipeline from the Yukon to Alaska called Canol for the United States Department of War during this time period.

Under Stephen Bechtel, Sr., the company diversified its projects and expanded its work into other countries. The company also focused on turnkey projects, a concept Stephen Bechtel, Sr. pioneered, in which Bechtel handled a project from planning and design through construction.

Bechtel's first job outside the US was building the Mene Grande pipeline in Venezuela in 1940. In

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available storage garage at a home about one mile from my house.

On the way to the storage garage, I found that I didn't have any brakes when I was about to cross Snelling Ave. at Lydia. I was heading East on Lydia, and since there was traffic coming south on Snelling, I decided that it would be great if I could avoid being hit by them! I pulled on the E-brake, which had little effect on my speed, then I shifted to low and made an abrupt turn onto the first southbound lane of Snelling.

All's well that ends well right? It turned out that the brake fluid had turned into a thick black gel, so it's no wonder that the brakes failed me! Wish I had checked the fluid before I decided to drive the car home from Minneapolis!

Over the next few years, I had the car painted, and eventually re-chromed the bumpers. I learned the difference between black chrome and show chrome when I put the newly chromed front bumper on the car...OOPS! Back to the drawing board!

The left tail light lens had been previously melted from a rusted out snorkel in the bumper exhaust system. Fortunately, one of the members of the RRLR had commissioned a shop to make some aluminum snorkels to replace the thin factory steel ones.

My wife and I had fun taking my grandmother, Della, and my godmother, Lil, out for brunch on nice summer days in the Lincoln. One of our stops that I recall quite well was the Pannekoeken Huis. Lil was not about to eat her Pannekoeken out of THAT PAN that it was cooked in! The staff kindly transferred the cake to a regular plate for Lil.

When I had the car painted the first time... remember that I was in school at the time without much cash to invest. The shop (named after a town in MN that is known for its Halloween parade) managed to leave quite a few runs in the fresh paint. I had removed the bumpers and stainless trim before I drove the car to the body shop for the paint job. When I brought the car back to them for a repaint, they sanded the stainless trim that I had replaced when prepping the car.

Also, the paint shop owner decided to drive the car to and from his home now and then. Apparently one night, the Lincoln ran out of gas. He got some gas, but found that there was a factory locking gas cap on the tank, so he pried it off, splitting it into many pieces which promptly fell into the tank.

I did get the car into pretty decent shape before Joanie and I got married in Nov., 1979. Before the ceremony, Lil stayed near the car in front of the Northwestern Chapel and introduced her former vehicle with pride to the wedding guests. Oscar and Lil never had any children, so this was like their baby. Lil told me that when Oscar and Lil first saw the car in the Lincoln showroom, she told Oscar "if you don't buy it, I will!" Lil related to me that when she and Oscar would drive it to the store, people would ask them what kind of car that it was. Lil would reply: "'56 Lincoln, Air Conditioned". The car wasn't actually air conditioned until many years later, but there is a section in the owner's manual that shows how to operate the air conditioning, and that's likely why they thought it had this option.

After our wedding reception, at the

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1947, Bechtel began construction on what was then the world's longest oil pipeline, the Trans-Arabian Pipeline, which began in Saudi Arabia, ran across Jordan and Syria, and ended in Lebanon. The company continued to expand globally throughout the 1940s, particularly in the Middle East.

In 1949, Bechtel began working with nuclear power after being contracted to build the Experimental Breeder Reactor I in Idaho. The company later built the Dresden Generating Station, the first commercial nuclear power plant, for Commonwealth Edison in Illinois in 1957.

Other major projects in the 1950s included the Trans Mountain Pipeline in 1952, an oil pipeline in Canada, and a preliminary study for the English Channel in 1959. Bechtel also began engineering work on the Bay Area Rapid Transit (BART) system in 1959.

Stephen D. Bechtel, Jr. took over for his father as president of the company as Stephen Bechtel, Sr. retired in 1960. During the 1960s and 1970s, Bechtel was involved in constructing 40 percent of the nuclear plants in the

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More Pride and Joy.

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University Club, we came out to the Lincoln, only to find it jammed full of balloons, and there was also a huge stuffed penguin in the back seat! We somehow managed to squeeze into the car, and were just pulling forward when Joanie's mom tossed a full handful of rice into my window! I still find a grain or two when I'm working in the interior!! It puts a smile on my face every time that I find one!



The real star of the Videen wedding.

We also used the car in both of my brother's weddings, and more recently in our daughter's and my niece's weddings.



Brad behind the wheel with his mother.

Over the years, I have pulled the engine for a rebuild, installed factory air (that's a whole new story!)...to keep Lil's remarks true, and installed

radial tires. It's amazing how much better the car handles with the upgrade to radial tires. I was a long time hold-out, wanting to keep the car completely stock, but now I'm a radial advocate!

I also removed all of the chrome and stainless again for it's "final" paint job. This time, it was painted in Forest Lake by Bill Barnes. Bill was new to MN, as Calif. shut his shop down, due to a lack of air quality equipment. Bill told me that he used to paint for the Hell's Angels. He only worked on the Lincoln when he was in the right mood. He really enjoyed cars. He told me that when he finished the paint job, he found that he had worn his finger prints entirely off while wet sanding the paint! He has since left MN for possibly UT, as he had a son living there.

The car also has the factory push button front end multi-lube system... for that "fresh greased feeling every time you drive" once again, according to the owner's manual.

In 2014, while getting ready to load boxes containing hundreds of toothbrushes into the trunk for the Isanti Parade, I found that the trunk lock wasn't working. The key turned all the way around, but didn't unlock the trunk! It's a good thing that the trunk lock malfunctioned then, and not after the parade prizes were loaded!

I consulted with many car guys, including Herb Scheffer in Florida. He suggested that since the car has factory air that blocks all access from the back seat, I might try removing the gas tank and going up through the sending unit access cover. I hoped that there wasn't a box of stuff in the

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More Pride and Joy

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United States. In 1968, the company completed the largest nuclear plant in the US at the time, the San Onofre Nuclear Generating Station, in California. In 1972, Bechtel was involved in approximately 20 percent of all of the United States' new power-generating capacity. By the end of the decade, the company had moved from nuclear power construction toward nuclear cleanup projects, including Three Mile Island in 1979.

Bechtel completed work on other megaprojects during the 1970s, including major airports in Saudi Arabia and the metro rail in Washington, D.C. In 1976, the company began work on the industrial city of Jubail in Saudi Arabia. The company's multiple construction contracts helped to transform the area from a small village to a city with a population of over a quarter of a million people.

In the 1980s, Bechtel handled the project management of the 1984 Los Angeles Summer Olympics. The company also built the Ankara-Gerede Motorway in Turkey as part of the network of roadways linking Europe and Asia

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trunk that was sitting on that cover!



Sending unit access hole.

Once I gained access through the little sending unit cover, I borrowed a fiber optic camera from another car guy. I taped the tip of the camera to the end of a ¼” socket with multiple extensions to reach the necessary 3’ to the lock assembly. The fiber-optic camera worked well to help me to properly place the socket onto the five nuts that secured the lock plate to the trunk lid. The main problem was that the procedure of positioning the socket tended to make me nauseated, due to the rotation of the camera!



Lincoln “colonoscopy” device.

The automotive “colonoscopy” procedure did indeed allow me to open the trunk without any Lincolns being damaged in the process! It turned out that the latch lift lever had slipped off of the end of the key operated shaft. I put it back onto the shaft and peened it so that it couldn’t EVER come off again.

We have had the car now since 1976, 39 years, in contrast to Oscar and Lil owning it for it’s first 20 years. It’s definitely part of our family now too. What a fun ride it is!!

Shafer Auctions to Open

Special to the Northstar News from the Shafer Daily Bugle.

Appearing before the Thursday meeting of the Shafer city council, Bob Johnson outlined his plans for restoring the historic Shafer Creamery building and repurposing it for its future use as an auction house.



Historic Shafer Creamery Building

Johnson told the council that the community is badly in need of a full service auction house and that he intends to fulfill the need as soon as possible. The Shafer area is ripe with possibilities for a first class auctioneer to operate such a facility. It is my plan to begin with Thursday night auctions and go from there.

Johnson recently completed an extensive on-line course from the Windesmeare Auction Academy located in Emmetsburg, IA. Paul Boomer of the Academy presented Johnson with his attendance certificate at the schools recent graduation ceremony. He also received a beautiful gavel and the requisite ten-gallon hat fancied by those in the profession. And of course, he can now use the title “Colonel” on his business cards.

Johnson plans on having Lincoln nights at the auction house where all things Lincoln, including cars maybe offered up for sale. Ed Myhre is providing technical assistance to Johnson during the opening weeks. A soft opening will take place on **April 1st**.

The All New 1956 Lincoln

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in 1986.

In 1987, Bechtel was awarded a contract for project management services of an undersea tunnel linking the UK and France called the Channel Tunnel or "Chunnel." The tunnel was completed in 1994.

The recession of the 1980s turned the company's focus toward new areas of growth including environmental cleanup and alternative energy projects. In 1989 Riley Bechtel was named president of the company.

In 1991, Bechtel, in a joint venture with Parsons Brinckerhoff, broke ground on Boston's Central Artery/Tunnel Project or "Big Dig," a project the company had been in charge of since 1986. The Big Dig was, at the time, the largest and most complex urban transportation project ever undertaken in the United States.

As a result of the Gulf war, Bechtel took on the task of extinguishing oil well fires in Kuwait in 1991. This was part of the overall effort to rebuild the infrastructure of Kuwait.

In 1994, Bechtel began work on the US\$20 billion Hong Kong Airport Core Programme, which was the largest

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Reprinted from Popular Science March 1956, by Frank Rowsome Jr.

Taking out after Caddy with a snarl to its twin pipes, Lincoln has a larger body and more engine. Yet it still handles well.

The new Lincoln is plainly intended to jar Cadillac loose from its lordly eminence. Even though unseating the fishtailed champ won't be easy, the 1956 Lincoln is as promising a white hope as you are likely to see this year. Highlights:

More length and width, to take the car out of its runty ranking in the high-priced class.

A new chassis, to slice height and make better use of the new dimensions.

New styling, which edges as far away as the designers dare from chrome scars and the clang of cymbals.

A muscular 285-hp. engine, to whip up acceleration and top speed above their recently sleepy levels.

Continued catfootedness, despite hand-icaps of greater size and weight.

Besides these major changes, there are also two new crash-safety features, a new power-steering unit, and a tricky new carburetor air intake that's likely to prod the imagination of do-it-yourself guys owning other makes of cars.

Big girl now. To pick up some walking-around money, high-tail it to the nearest sporting establishment and work up some bets on comparative sizes of 1955 big cars. Chances are you'll find some character who doesn't realize just how small Lincoln has been. Its 1955 over-all length (215.6 inches) was shorter

than that of Cadillac. Packard or Chrysler (including the Windsor); it was *even* shorter than a Buick Super or a DeSoto. In the wheel-base department, Lincoln has been still nuttier; in 1955 one Pontiac model had a longer wheel-base than Lincoln's 123 inches.

This comparative compactness may have helped roadability (though Lincoln engineers dispute it), but it also made the '55 cars a trifle cramped by carriage trade standards. Rear-seat passengers in '55 hardtops or convertibles have about as much leg room as in a well-tailored sleeping bag. This has hurt, by reason of the curious national trend to buy cars like yard goods, on the assumption that the longer a car is, the more you get for your money. Few people enjoy socking out \$4,000 for a vehicle in which the preferred rear-seat passengers are dwarfs.

Lincoln has no such problem for 1956. Wheelbase is up three inches to 126; over-all length is up 7.26 inches to 222.9; and maximum width is up 2.28 inches to 79.9. The car is also 2.46 inches lower, though ground clearance (6.73 inches) has only been pared a fraction of an inch—a comfort when you drive your Capri off the highway in pursuit of coyotes.

The net effect of these changes is interesting. The big increase is in overall length, not wheelbase—which is *still* three inches shorter than the shortest '55 Caddy's—and it appears to have been spent mainly in the passenger compartment. It's no longer necessary to be stunted to fit in back; the extra inches have *not* gone into hanging gardens of zinc up front or

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All New 1956 Lincoln continued.

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civil engineering project at the time and included a new airport and nine other infrastructure projects. Bechtel's other major projects during the 1990s included the Athens Metro system, the Atlantic LNG in Trinidad, the Croatian Motorway, the Jubilee Line Extension for the London Underground, Quezon Power Plant in the Philippines, and a semiconductor plant in China. Bechtel also managed design and construction of facilities for Olympic games: the 1992 Barcelona Summer Olympics, and the Winter games in Nagano, Japan in 1998. In the early 2000s, the company provided planning and management services for the 2002 Winter Olympics in Salt Lake City. In 2001, Bechtel was part of a consortium to project manage the US\$4.3 billion construction of the CSPC Nanhai Petrochemicals Complex in China.

Following Hurricane Katrina in 2005, Bechtel was one of four companies hired by FEMA to build temporary housing. Bechtel delivered over 35,000 trailers in under a year for displaced residents in Mississippi. Other major projects at the end of the 2000s included the Ta-

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into a protruding rump.

On the turns. As for the effect on handling, hasty judgments that "they've thrown away Lincoln's roadability to lure more customers"—which was this writer's early impression—are likely to be dead wrong. If you drive, as PSM's reporter did, both the '55 and '56 in frequent alternation on the Ford test track's curvy "handling roads," you'll conclude that the handling, though different, is still very good indeed.

In a tight turn the new car is flat and precise. It rarely makes you feel nervous, and it doesn't slip into the wallowy, into-the-pasture antics of many U. S. sedans if you change direction sharply. The rear end does seem to break loose a trifle sooner (the '56 is about 250 pounds heavier, almost all in back), but the difference, if any, is very slight. Lincoln in 1956 is still a driver's car.

Power steering is no longer optional. Standard equipment includes a brand-new Saginaw hydraulic booster---developed jointly by Saginaw and Lincoln—that uses an in-line power action. As valved for Lincoln, the response "threshold" is set low enough to be inconspicuous. Pared down to 20.9:1, the over-all steering ratio is a bit faster than last years.

More engine. Despite the Mexican-race record, Lincoln has not been among the most rapid U. S. cars. Cadillacs and Chryslers have consistently bettered its 110-111 m.p.h. top. Acceleration, too, has not been exactly breakneck. In 1955 there have been a number of cars (including, embarrassingly, Chevrolet) that could generally whip Lincoln in green-light brushes. Even kid brother Mercury did at least

as well and usually better.

The new car won't be taken as easily. Displacement has gone up 27 cubic inches to a fat 368—a *great*, disgusting 6.03 liters, if you're among the beret set—and horsepower is rated at 285.

Torque has been kicked up to 401 foot-pounds, 67 more than last year. Shift points at full throttle on the automatic transmission have been nudged upward to match the new curves. The car scoots up to 60 (true, not indicated) in 11.3 to 11.5 seconds, which is amply fast for any well-adjusted driver. And, while it is perhaps not enough to stay ahead of that power-pack Chevy up to about 55, a combative Lincoln owner can then snow the upstart under with horsepower. As for top speed, the new 120- or 121-m.p.h. peak is brisk enough for all conceivable needs.

Both bore and stroke contribute to the increased displacement; bore goes from 3.94 to an even four inches, and stroke from 3.5 to 3.66 inches. The compression ratio moves up from 8.5 to 9.1. The engine has been worked over in many details—there's a new distributor with two control diaphragms, a new four-barrel carburetor, a new 12-volt ignition system, and a tricky new crankcase ventilation system, complete to a little cyclone separator on the oil filler pipe.

Two noses. By far the slickest new gadget under the hood is a dual intake for carburetor air. With minor exceptions, U. S. cars have hitherto been content to snuff in the air above the engine, much of which has come in through the radiator. This is convenient but not par-

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(Continued from page 10)

coma Narrows Bridge in Washington state, Jamnagar Refinery expansion in India, Equatorial Guinea LNG, and Oak Creek Power Plant in Wisconsin.

Their Infrastructure unit handles transportation, fossil and renewable power, transmission and communications. Infrastructure projects include highways and bridges, rail, ports, and aviation projects, as well as hydroelectric facilities. Bechtel has built more than 17,000 miles of roadway as well as 20 towns and cities globally. It has worked on 80 port and harbor projects, and 90 major airport projects. The unit is also building projects for Google Fiber in several markets in the Southeastern U.S.

Power projects in 2014 include the construction of three natural gas-fired combined cycle facilities in Texas and Virginia for Panda Power Funds. Bechtel's renewable projects include the world's largest solar thermal project, the Ivanpah Solar Electric Generating System in California, which began producing power in February 2014 and has the capacity to double solar thermal power production in the United

(Continued on page 12)

Welcome Wagon



NORTHSTAR WELCOME WAGON by Francis J. Kalvoda
Willmar MN 320-235-5777
fjk@charter.net

Micki and I had a quiet winter as I recovered from my right foot rebuild in October. It has sufficiently healed so I can get a right knee replacement on April 4.

Micki continues to get good results on her scans and tests so hopefully those pesky cancer cells are gone. Chemo and radiation have taken their toll on her back, hands, feet, and joints but her determination and good attitude will hopefully win out over those aches and pains. Warm sunny days will provide positive therapy.

I am pleased to introduce to you our newest Northstar LCOC members. From northern Minnesota let's welcome **Dave and Barb Lucia**, 3411 Blackman Avenue, Duluth, MN 55811, 218-341-6088, kddlm@yahoo.com.



They recently acquired a unique 1965 Continental Convertible. Although they purchased the car in Maple Lake, MN some of you may have seen this car in Wisconsin in the late Frank Warner collection.

What makes this car unique? It was a factory test car and was probably not intended to be sold to the pub-

lic. Its data plate states, SALVAGE UNIT NO WARRANTY.



One unique feature Dave discovered is the driver's seat has an imbedded sensor which does not allow operation of the top unless someone is on the seat. No such feature is mentioned in the shop or owner's manuals. Dave and Barb hope they can find a Lincoln archive with information on this test vehicle. If you have any ideas, please contact them. Dave has been a car enthusiast for decades and prefers cars with a little more muscle than the other cars in the parking lot. I can relate to that. Dave has been behind the wheel of several Corvettes, a Roadrunner, a Porsche, and now a Viper. He has always admired the '60's Continental Convertibles and now Dave and Barb will enjoy the ride and attention in a very unique Continental.

From the Metro area let's welcome **Kristen Syrdal**, 2480 Linwood Ave E, Maplewood MN 55119, kmsyrdal@yahoo.com, 651-578-6802.



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More 1956 Lincoln

(Continued from page 11)

States. The unit also completed the Catalina Solar photovoltaic generating facility and the construction of the California Valley Solar Ranch in 2013.

In August 2013, the unit completed the Hanna Region Transmission Development, a power transmission project in Canada, which included 1,200 new transmission towers and 219 miles of transmission lines.

Bill Dudley is CEO and Brendan Bechtel is president and chief operating officer. Bechtel is the fifth generation of the Bechtel family to lead the company. Riley P. Bechtel is chairman of the board, after stepping down as CEO in 2013. Peter Dawson has been chief financial officer since 2014.

Bechtel ranked fourth on *Forbes* 2014 list of America's Largest Private Companies by revenue. It has been named the top U.S. Contractor by revenue by *Engineering News-Record* for seventeen years in a row and ranked third on the publication's Top 250 International Contractors list by revenue for 2014.

From the internet...

(Continued from page 10)

ticularly efficient. In the summer, with the engine running warm, underhood temperatures are so high that the air simply isn't dense enough—it doesn't have as much oxygen per unit of volume—for the engine to give full power.

If cooler outside air is sucked in, things are fine *until* temperatures drop below the high sixties. Then the other horn of the dilemma pricks: below 65 degrees, particularly when the humidity is high, the moisture-laden air may ice up as it races past the pressure drop in the carburetor throats. Modern engines and fuels are often prone to this icing, which causes stalling, bucking and rough running during warm-up.

Lincoln's treatment is to put a snout on the air cleaner and run a duct from it to a thermostatically controlled flap valve. Below 68-70 degrees the engine in part breathes gently warmed air from a little "stove" that is loosely fitted to the left-bank exhaust manifold. Above this temperature, it draws from a different duct that runs up ahead of the radiator, at the left side of the grille, where it takes in cooler outside air. An elbow at the end keeps out rain, bugs and the ram-air effect that upsets carburetor calibration. If the rig proves out as well as company engineers are convinced it will, it's a sure bet for imitation, both by Detroit and by the makers of kits for Saturday mechanics.

Prettier, too. In general styling, Lincoln seems better armed for the competitive wars than for some years. (The poor thing was caught with its windshield unwrapped in '55.) The family resemblance to the kid brothers

is present but subdued; there is less of the hideous peril that a nearsighted neighbor might think *you've* bought a Merc. The past top line, the Capri, is now the plain, common or garden variety model; and a new one, the Premiere, is cock of the walk. Evidently nothing can be done at this point, at least, to keep this, from being pronounced Pre-meer.

And the colors: Nothing like it since yesterday's sunset.



THE LINCOLN
MOTOR COMPANY

Welcome Wagon

(Continued from page 11)

Kris recently acquired a 1947 Lincoln Continental Coupe from Classic Car Club member West Peterson. This car is an excellent complement to the 1946 Continental Cabriolet owned by her parents Fred and Jan Syrdal, also LCO members.

Kris has been a Buick enthusiast and Buick Club member for many years. She owns several Rivas (1967, 1972, 1998) and has the 1962 Wildcat that she had while still in high school.



Those of you who were on the 2015 Spring Classic Car Club Garage Tour enjoyed seeing Kris' cars. We will enjoy seeing Kris with her Lincoln or Buicks at our Northstar events.

For Sale All Good Lincolns



FOR SALE: **1997 Lincoln Town Car** - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or rptoenges@aol.com



For Sale: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.



For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: trbrace@comcast.net

Ken Sampson is offering two cars for sale.

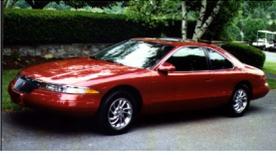
1948 Continental Cabriolet RestoMod. Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.



1983 Mark VI. Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047

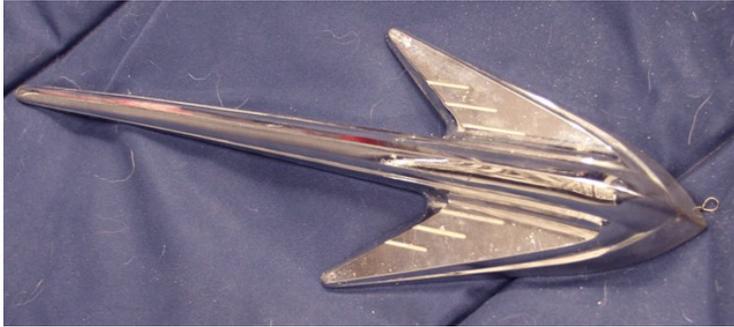


You May Be Interested in these Items for Sale



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.



Inquiring Minds Need To Know.

Upon the hood of one once great automobile did this hood ornament adorn? You give us the answer, and we will send you something of value, which you will be able to cherish forever. Email your answer to David Gustafson, Northstar News. First right answer wins. Feel free to guess. Email: davidwgustafson@att.net

For Sale: 1948 Lincoln Continental Coupe. Rebuilt and balanced V12 engine. New dark green paint. All chrome replated. New tires. New brakes and exhaust system Radiator and gas tank reconditioned. Trunk carpeted. The Lincoln has a good working overdrive unit and runs and drives as new. Lots of extra parts with car. \$14,000.

Call Ted Anderson at 763.561.8143



Northstar Region grille badges are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

For Sale: 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500. Bob Schmidt, Willmar, 320-235-4106

For Sale - 1989 Lincoln Signature Series Town Car. Well equipped with all available accessories including sunroof. Spotless leather interior, 70,000 miles. Never driven in winter. Asking \$7,500, but wants to sell and is open to offers. Contact Skip Nolan at 320.260.7547 This is a great car for shows and tours. Call Skip Today!



Preview of Coming Events

- April **Sunday Brunch, April 10, Minnesota Horse and Hunt Club**, 2920 E 220th St, Prior Lake, at 11:30 AM, *Board meeting at 10:30 AM.*
CCCA Garage Tour, Saturday, April 30, 8:00AM, meet at Unique Specialty and Classic Cars. 14954 Aberdeen Street NE, Ham Lake. Tour leaves promptly at 9:00AM
- May **8th Annual Memorial Day weekend car show, Saturday, May 28.**
Morries Ford Lincoln, Minnetonka, MN 10:00AM to 2:00PM
Board meeting at 1:00 PM
- June **LCOC Mid America National Meet, June 16-20, 2016**, at Dayton Ohio
10,000 Lake Concours d'Elegance, Sunday June 5th, in Excelsior MN.
10am - pm. For details check www.1000lakesconcours.com or Randy Guyer at randyguyer@cloud.com or 612-759-8790. Beside new entries, all vehicles that participated in the last two Concours are eligible to attend.
2016 All Ford Picnic, Sunday, June 5, at Dunwoody Institute (College) Lyndale and Dunwoody Ave, Minneapolis. Sponsored by the Twin City Early Ford V8 Club and the Mini Birds of Minnesota. Contact Steve Seidl at 763.574.6954 or Dave Trucksess at 952.431.1738. More in future issues.
MSRA "Back to the 50's" June 17 – 19, 2016
- July **Maple Grove Days Car Show, Saturday, July 16, 2016**
14th Annual Out State Lincoln Car Show, July 21 – 24, 2016. Featuring a driving Tour to Dick Koop's, Moscow Mills, Missouri. See attached information sheet.
- August **Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory Corners, MI. August 10-14, 2016.** All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Club.
Maple Grove Days Car Show, Saturday, August 20, 2016
LZOZ-Central GOF Central Chapter Meet, Lincolns on the Mississippi.
August 18, 19, 20, 2016, Red Wing, MN. Contact Bruce Nichols 608.225.5600, or email: brucenbanjo@yahoo.com. On line registration forms available in April at lzoz.org
- September **9th Annual Luther North Country Lincoln Car Show, Saturday, September 10, 10 to 2 PM.**
LCOC Western National Meet, September 14-18, 2016, Denver, Colorado, Hosted by the Rocky Mountain Region.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS 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

SUNDAY BRUNCH AT THE CLUB



**A DELICIOUS BRUNCH IS SERVED EVERY
SUNDAY FROM 10:00 AM TO 1:30 PM**

Great Food, Great Prices.

You won't go away hungry!



TRIGGER'S
BY THE MINNESOTA HORSE AND HUNT CLUB

Call 952-447-2272 for information.
Minnesota Horse and Hunt Club
2920 East 220th Street, Prior Lake MN

Mark your calendars now for Sunday, April 10.

Brunch at the Minnesota Horse and Hunt Club
2920 East 220th Street, Prior Lake, MN.

Be there promptly at 11:30 for Brunch.

Note to Board Members, there will be a North
Star Board meeting prior to the Brunch at
10:30AM.

Please RSVP to Jay White no later than April 7, 2016, by
calling 952-432-5939 or email
jay@jwhiteandassoc.com.

April Event - CCCA Garage Tour

Saturday, April 30, 2016

Meet at 8:00AM at Unique Specialty and Classic Cars, 14954 Aberdeen Street NE, Ham Lake, MN. Look for designated parking for the tour, as the Oldsmobile club is having a show there that day. The tour will leave promptly at 9:00AM.

Morrie's Minnetonka Ford Lincoln, Spring 2016 All Lincoln Show Saturday, May 28, 2016, 10:00AM to 2:00PM

Join us for our Northstar Spring car show. Bring your favorite Lincoln, old or new and plan to spend a nice spring day visiting with many of your old friends and making some new ones too.

Again, All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. See you at Morrie's Minnetonka Ford Lincoln Mercury on May 28, 13400 Wayzata Boulevard. Just before Hwy 494. Invite anyone you know who owns a Lincoln to join us at this show.

Test drive a new 2016 Lincoln while you are there.

NORTH STAR LINCOLN AND CONTINENTAL NORTH STAR REGION JULY DAY ROAD TRIP – DETAILS BELOW – PLAN ON ATTENDING

This July, the North Star Region is taking their show on the road to Moscow Mills, Missouri. Dick Koop, one of the original founding members of the North Star Region has invited the region to bring our “out state” show to his “Classic Koops Car Collection” on Saturday, July 23. This will be a four-day tour with stops at a number of great locations and restaurants.

The Lake Shore Region, Hoosier Region and Midwest Region LCOC members are invited to tour and attend all or any part of this grand weekend. This event is free to everyone, if you know a Lincoln owner that would enjoy joining us, please invite them to attend.

Complete details are listed below. Feel free to join us on any part of this grand tour. This tour is free, however, you will be responsible for making your own reservations at the motels listed below.

Thursday, July 21

- 9:00 AM Leave Perkins Restaurant, on I 35 Exit 85, 17387 Kenyon Ave, Lakeville, MN, for Boone Iowa
- 11:00 PM Stop for Lunch
- 2:30 PM Tour Neil and Hans Goeppinger Collection, 701 22nd St, (County Rd E26) Boone, IA.
- 5:30 PM Check into Holiday Inn Express, 2600 E 13th St, Ames IA.
Call 515-232-2300, for reservations and ask for “Lincoln Club”
Room rate \$109 plus tax, **rate good till June 30.**
- 6:00 PM Dinner at Pizza Ranch, 1404 Boston Ave, Ames, IA, .7mile from Hotel

Friday, July 22

- 8:30 AM Leave for Hallmark Visitor Center, 2450 Grand Blvd, Kansas City MO.
- 11:00 PM Stop for Lunch
- 12:30 PM Tour Hallmark Visitor Center
- 2:30 PM Drive to St Louis, I-70
- 6:30 PM Check into Holiday Inn Express, 1175 Technology Drive, O’Fallon, MO.
Call 636-300-4844 for reservations and ask for “Lincoln Club “room block rate is \$103.00/night. **Rate is good till June 21.**
- 7:00PM Dinner at Kitaro’s of Japan 4551 Hwy K O’Fallon, MO.

Saturday, July 23

- 9:00 AM Drive to 43 Progress Court, Moscow Mills, MO. This is approximately 19 miles from the hotel. Show will be at Classic Koops.
- 10-1:00 PM 14th Annual Outstate Classic Lincoln Car Show (Classic Koops)
- 1:00 PM Tour to Fast Lane Car Collection
- 3:30 PM Tour to Daniel Schmitt Car Collection
- 6:00 PM Return to Holiday Inn Express, in O’Fallon, MO
- 7:00 PM Dinner at Ethyl’s Smokehouse 8505 Veteran’s Memorial Parkway O’Fallon, MO.

Sunday, July 24

- TBD Depart for home or for church. Many of you will drive past Dick’s building when you depart. For any of you that want to buy a Yugo; Dick will be taking Sealed bids. Highest bid gets the Yugo. Second highest bid gets 2 Yugo’s.

NORTH STAR LINCOLN AND CONTINENTAL NORTH STAR REGION JULY DAY ROAD TRIP – DETAILS BELOW – PLAN ON ATTENDING

Signup for events.

Some of you may not be able to attend all of the events but please do try to make what works for you. Fill out the following registration so we can plan for food and accommodations.

Persons attending _____

Email: _____ **Cell Number:** _____

Year of Lincoln going on Tour and/or Car Show _____

Thursday:

Meet at Perkins Restaurant, on I 35 Exit 85, 17387 Kenyon Ave, Lakeville, MN, 55044 for Boone Iowa
Yes/No: Number attending _____

Attend Neil and Hans Goeppinger collection in Boone, Iowa: Yes/No: Number attending _____

Holiday Inn Express, Ames, Iowa: Call hotel directly at phone number listed above: Yes/No: Number attending _____

Dinner at Pizza Ranch Ames, Iowa: Yes/No: Number attending _____

Friday:

Tour Hallmark Visitor Center Kansas City, MO: Yes/No: Number attending _____

Holiday Inn Express: O'Fallon, MO: Call Hotel directly for reservations at phone number listed above
Yes/No: Number attending _____

Dinner at Kitaro's of Japan O'Fallon, MO: Yes/No: Number attending _____

Saturday:

Attend Classic Koops facility in Moscow Mills, MO: Yes/No: Number Attending _____.

Please invite any Lincoln owner, they do not have to RSVP, this is a free car show

Lunch at Classic Koops facility Moscow Mills, MO: Yes/No: Number Attending _____

Tour Fast Lane Classic cars St. Charles, MO: Yes/No: Number Attending _____

Attend Daniel Schmitt and Company Classic cars St. Louis, MO: Yes/No Number Attending _____

Dinner at Ethyl's Smokehouse O'Fallon, MO: Yes/No: Number attending _____

Please fill out and return or email by June 24 to:

Dick Koop, 2064 St. Madeleine Drive
Dardenne Prairie, MO 63368
608.239.2840 email: carnut13@sbcglobal.net