

My Pride and Joy



Bob Hardisty with his 1957 Premiere Convertible

This story was written by Bob Hardisty and appeared in the current issue of the Road Race Lincoln Register publication Viva Carrera. Our thanks to Mike Denney of the RRLR for the use of this very interesting story.

This phenomenal Lincoln was purchased June 20, 1980, in San Diego, California. The car was in drivable condition, so we hit the road back to Torrance, CA, which was a couple of hundred miles away. It overheated once we pulled off the highway, but a quick stop at the gas station to cool it down and add some water was all it needed to get it home.

First Restoration: June 1980. The car was no sooner in my garage than the restoration began, although without much focus on how deeply I wanted to go. My goal was to have the car finished for my daughter's wedding April 12, 1981. I knew that I wanted to restore this car back to its original factory specifications with no modifications, no shortcuts, and no non-Lincoln parts. I wanted everything as original as I could make it.

All I had was the use of half of my two car garage and a minimum of tools. My son was 9 years old at the time, so he and I started into tearing it down. The front clip came off, then the interior came out, followed by removal of the engine, transmission and rear end. Finally, the top framework all of the exterior trim pieces were removed.

My son and I tore down the "368 Lincoln Y-Block" and determined the plan for the engine build. We found a local machine shop to handle the honing, boring and decking of the block. The engine was original and had not been overhauled, so after sourcing a set of pistons and gasket kit we meticulously re-assembled the engine and painted it to factory colors. We also found a local transmission shop to do a complete overhaul of the transmission. The third member of the rear axle assembly came out, and all wear patterns, measurements, and bearings looked great.

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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

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Morris Minnetonka Ford Lincoln in their conference room. Meeting time will be 7:00 pm on the first Thursday of each month, except December.

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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Most brake components were replaced, and I overhauled the Treadle Vac booster and master cylinder. The Saginaw steering box was sent out for an overhaul, but I did the overhaul of the power steering pump unit, the fuel pump, and generator. The starter checked out fine, so it got a fresh clean-up and a new coat of paint.

More tools were needed than I had and as time went on my tool boxes kept filling and filling. It seems I read somewhere you can never have enough tools ... so true.

All the upholstery panels went to a friend who recovered them to as nice as or better than factory. He replaced the padded dash in vinyl and also installed a new white vinyl top. I had the seats recovered in vinyl with the biscuit pattern, however, a year later I had the seats redone in black leather.

The six chrome links in the top apparatus were disassembled, re-chromed, and then reassembled with custom rivet pins, which I had made in the machine shop where I worked. That was a blessing. The remaining arms and bows were sanded and sprayed a shiny coat of gloss black. I sent several other pieces out for chrome plating including the front and rear bumpers. Then came a new set of Remington wide white (2 7/8") bias ply tires that were mounted on my freshly painted black rims. Since the front suspension was in pretty good shape all I did was replace the upper and lower ball joints on both sides, install new Gabriel shocks and front stabilizer bar bushings.

I decided to paint the car in its factory color, Starmist White. Thus, my garage now became a body shop, repair shop, and paint booth. I polished the stainless trim pieces. I went through all of the gauges to be sure they worked along with giving them a thorough cleaning and replaced the plastic cover plate on the upper dash. A very good friend, JR, would come over to help on the two-man jobs that required a little more muscle than my 9 year old son had at the time. JR's expertise and knowledge on various items were a salvation as this first restoration took every bit of scheduled time I had allotted. Re-assembly could not have been done without him, and the '57 Lincoln convertible was "finished" the day before my daughter's wedding.



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Trivia from the Internet



Sir Thomas Crapper
1836 - 1910

Wash-hand Basins / Washbasins / Basins were originally referred to as 'lavatories', from the Latin, 'lavare', meaning 'to wash'. People began euphemistically to say that they were "going to the lavatory" (i.e. to wash their hands) when in truth they intended to visit the W.C.. By the mid-twentieth century, the word had become so synonymous with the Water Closet that since then most people have considered 'lavatory' the correct term!

Hence in early catalogues, washbasins are found under the subject heading

'Lavatories'. Even more confusingly, the W.C. is often referred to as a 'Pedestal basin'! However, in America, 'lavatory' is still used for the Wash-hand Basin. The W.C. is still called a "W.C." although

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Editors Message

April 2017

Spring has come to visit us in the northland. Slowly the temperatures are moving upward and we are now having 12 plus hours of daylight, with more to come every day. Four plus months of winter are now over and hopefully we can look forward to seeing the trees bud out and the sleeping plants to start poking their little bodies out from under the soil. A few days ago, I was over in Edina and while waiting in the car, I saw 8 robins foraging in the grass, looking for something to eat. Now that, is a sure sign of spring.

Try as I might, I have yet to see a new Continental out on the streets. I know they are out there and one of our Region members now has one. Each month they are selling more and more of them. I guess that it is just a matter of time till we start seeing them

around the Twin Cities. I have read a number of reviews and for the most part the folks that are test driving them say the Continentals drive well and perform as they were intended. The Continental was not designed to win high speed races over European highways. It was designed to provide the maximum of creature comfort for the driver and passengers over both city streets and interstate highways. This car is not one that you have to work at while driving. It provides all the technological advances now available in the market place. For those who are still mourning the passing of the Town Car, this new Lincoln is so much more advanced, and after a test drive, it just may be the right car for you.

We have a venue change for our Memorial Day weekend car show. For a number of years, Morris Minnetonka

Ford Lincoln has hosted the show for us. Now, due to a number of changes at the dealership, they are not able to do this for us this coming May. Do not despair, Dave Nixon, General Manager of Bloomington Lincoln, has come forward and invited the North Star Region to be their guests this coming May 27. There are more details on the last page of this newsletter. Our thanks to Bloomington Lincoln for their generous hospitality.

While you are out and about this



Hugz, companion of Andrea and Don, and our West Coast correspondent, spotted an older Lincoln Continental in very good condition. He would like his humans to buy this car, as it is probably a little cheaper than a 2017 model. And he would look good riding around in the back seat, waving to his four-legged friends.

spring and you meet someone who might be a candidate for membership in the LCOC, do your best, work your magic and try to sign them up as members. The LCOC desperately needs more members and we all have to do our very best to sign up a few more each month. As a plus,

new members will receive a free membership in the North Star Region, so it is not too bad of a deal. The North Star Region is an active organization and we try to keep our dues low and return as much as we can to our members. Give it a try, we all appreciate your efforts in helping to recruit new members.

A few of you out there in memberland now have a "new old" Lincoln. We are all anxious to hear all about your latest acquisition. As we have written about over the years, every Lincoln has a story and there are some very interesting stories behind most collectable Lincolns. Send in your story today, and we will be glad to feature it in a future edition of the Northstar News.

Till next month.

David, Marion and Sweet Olga, the Samoyed.

Directors Message by Bob Johnson April 2017

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many in the U.S. call it a "Crapper", after the founder of Crapper and Company.

Thomas Crapper, 1836-1910; Sanitary Pioneer. Manufacturer, supplier and installer of sanitary goods (bathroom fittings, W.C.s etc.) plumbing and drainage. Improver and promoter of the 'Water Waste Preventer' (the syphon fitted in British cisterns); promoted plumbed-in bathroom fittings and brought them 'out of the closet'; inventor and patentee; Sanitary Engineer and supplier of goods to kings, princes, the nobility and gentry; founded Thomas Crapper & Co. in 1861; successful entrepreneur, self-publicist, Mason and member of the Royal Horticultural Society.

Thomas Crapper was born in Waterside, a hamlet near the Yorkshire town of Thorne, in 1836. The exact date is unknown but it is thought he was born in September.

His family were of modest means although his father, Charles, was a steamboat captain. When he was around 14 years of age he was apprenticed to a Master Plumber in Chelsea, London. After serving this apprenticeship and working for three years as a 'journeyman plumber', in 1861 he set up his own company at Robert Street, Chelsea.

Subsequently in 1866 he moved the expanding

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We are moving toward the end of March, and I am thinking about March rain showers and not snow storms. No snow here in Shafer right now, but I remember when the high school tournaments always had at least one snowstorm. Winters do seem to be getting easier, or perhaps our memories are fading a bit.

Do you have your Lincoln out of storage yet? This year we will have the opportunity to drive our Lincolns all over the Midwest, be it Tyler, Minnesota, Springfield, Missouri, or Hickory Corners, Michigan. We have traveled all over the U.S., but the venues here in the North Star Region are

the best. The Lincoln brand was the reason Mary and I joined LCOC. But, as the years rolled by, the long lasting friendships are what really continues our interest in the club. We have met the nicest people through our association with LCOC and for that we are forever grateful. We now have to figure out a way to pass on this joy to others by growing our club's membership. I am asking each of our North Star members to do your best to recruit just one new member for LCOC this year. There are a lot of potential members out there, just waiting to join our club. Reach out to these fine folks and let them know what a nice club we have.

Our March Sunday brunch was held at the Machine Shed over in Lake Elmo. It was well attended with over 35 members attending. Jack and Marilyn Fletcher came up from Illinois for the event and we enjoyed their company. As usual, the service was good and the food even better. We had a private room, which facilitated lots of visiting with our members.

Our April Sunday brunch will be April 23, at Paradise Landing, Balsam Lake, Wisconsin at 11:30 a.m. We will have the Grotto room and can order from their menu. This should be a very nice day for a spring drive up to Balsam Lake. More details are on the back page. Please be sure to RSVP back to Jay White, by phone or email. Jay will try to organize a caravan from the St. Paul area to lead astray those who might follow. Contact Jay for details.

Please Note. Our ninth annual Memorial Day weekend car show, Saturday, May 27, 10 a.m. to 2 p.m. will be at a NEW LOCATION. We will be Bloomington Lincoln, 1001 Clover Drive, Bloomington, which is on the South side of Highway 494, just East of Highway 35. Dave Nixon, the General Manager of Bloomington Lincoln is very excited to host our Lincoln car show at his dealership this year.

We have been invited to attend the Midwest Regions spring event in Springfield Missouri, May 20. Which features a chance to visit Branson area and meet with the great people from Missouri. For details, contact Dick Koop, at 608-239-2840, email: car-nut13@sbeglobal.net

This July 21-23, we are planning a three day road trip for our 15th Annual Out State Car Show in beautiful downtown Tyler, Minnesota and hosted by the "other" Bob Johnson. We would leave the Twin Cities area on Friday, meandering down to Marshall, Minnesota, spending Friday and Saturday nights at the Sleep Inn and Suites. A club rate of \$100 is available by asking for the "Lincoln Club rate". To reserve, call 507.401.2042. There will be a Saturday car show in Tyler, along with a parade. There may be a tour of a Mustang restoration shop on Sunday.

The Lincoln Car Museum web site now has the 2017 Meet Registration packet PDF ready for your use, go to lincolncarmuseum.org to download, fill it in and mail it to: Bob Johnson, Meet Registration. This will be a very special event and you will want to check out all of the details in the meet packet. More information will be in the next issue of Continental Comments. Hotel space is filling up rapidly and some of the tours also have limited availability. Sign up today.

The Lincoln Car raffle, benefiting the museum foundation has been approved, we are now waiting for a raffle license number and we are set to go. Hopefully the raffle will begin in April and the drawing will be on August 12, in Hickory Corners.

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

Bob and Mary Johnson

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

March 2, 2017

Regional Director Bob Johnson called the meeting to order at 7 p.m. at Morrie's Minnetonka Ford/Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Jay White, Matt Foley, Bill Holaday and Roger Wothe. Other Regional member Mary Johnson was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson reported that because Morrie's is under new management and anticipating changes, there will not be a Northstar Region Annual Car Show there. Bloomington Lincoln will host our Memorial Day Weekend show at their facility in Bloomington. He has also planned with the other Bob Johnson, a three-day road trip for our Outstate Car Show in Tyler, Minnesota, July 21-23, 2017 to participate in a Saturday daytime car show, an evening parade and a possible Sunday tour of a Mustang restoration facility. Accommodations will be available at the Sleep Inn and Suites in Marshall, Minnesota for \$100.00 per night. Call (507) 401-2042 for Lincoln Club rate for king or king suites. There have been 181 persons, and 74 cars signed up for the Hickory Corners Grand National Meet at the Lincoln Motor Car Museum celebrating the 100th Anniversary of the Lincoln Motor Car Incorporation. LOC will be the host with all four Lincoln Clubs participating.

Tom Brace announced the results of the CCCA and LCOC joint potluck and auction at the Minneapolis Fire Museum. Total contributions from the auction and donations were \$1,327.00 with expenses of \$160.00 for the museum and \$75.00 to the auctioneer. The balance of \$1,092 was split between the two clubs for \$546.00 each.

Secretary Roger Wothe will arrange a Friday afternoon tour of the two projected hotels as a host for the 2018 Mid-America Meet.

Activities: The next brunch will be Sunday 11:30 a.m., March 12 at the Machine Shed in Lake Elmo. Bob Johnson also provided a list of projected activities for 2017.

Projects: We need a design and supplier for individual signs and holders to be used at car shows.

There being no further business, the meeting was adjourned at 8:05 p.m. The next meeting will be held at Morrie's Minnetonka Ford/Lincoln April 6 at 7 p.m.

Respectfully submitted by Secretary Roger Wothe.

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business to the Marlboro' Works, in nearby Marlborough Road. (Much later the name of the street was changed to become part of Draycott Avenue, as the General Post Office complained there were too many roads in the capital named after the war hero, the Duke of Marlborough).*

Mr. Crapper took a partner, Robert Marr Wharam (pronounced 'Wareham') who brought financial and accounting skills to the enterprise and together they built a sizeable firm with an ever-greater reputation.

In the 1880s Queen Victoria purchased Sandringham house, in the county of Norfolk, and gave it to her son, Edward, Prince of Wales (later King Edward VII) for his principal residence. After a few years he demolished the old house and began construction of a new royal palace. Crapper & Co. were invited to supply and install their finest wares for the bathrooms, cloak-rooms and indeed all the plumbing and drainage for the project. Thomas Crapper thus gained his first Royal Warrant.

During a tour of inspection of the work with the Prince, His Royal Highness asked

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Pride and Joy continued...

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Mr. Crapper for a light for his cigar. Our founder did not smoke and so could not oblige - but from that day forward he habitually carried a gold matchbox in his pocket! The firm received another warrant from Edward when he became king and another from George V when he was Prince of Wales. A fourth was granted (just after Mr. Crapper's death) in 1910 when George V ascended the throne.

Of course, such royal approval helped business greatly and Crapper fittings were rightly considered the finest of the time.

Many commissions were received for sanitaryware for all manner of buildings, both grand and not so grand. The list includes Park House, where (much later!) Princess Diana was born and even Westminster Abbey. Victorian Crapper goods are still doing reliable service in private and public buildings all over Great Britain and abroad. The manhole covers of Westminster Abbey (inscribed 'T. Crapper & Co., Sanitary Engineers') are popular with tourists for wax-crayon rubbings as mementoes of their visit! Some Crapper W.C.s were recently discov-

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It drove beautifully and operated perfectly. I entered it in its first show in Palm Springs and took first place in its class. The car has won many awards since this first restoration, and it was featured in the May 1989 edition of Car Collector and Classic Cars magazine.



The second restoration: March 2013

Time and general use causes wear and allow small imperfections to show more easily; hence the re-restoration was initiated. This time I find myself a Texan, with a bigger 3 car garage, but now that I have more cars ... I am still working out of half of my 3 car garage.

The focus of this restoration was primarily cosmetic as the car was mechanically solid and had been driven less than 10K miles since the first restoration. My 9 year old son from the first restoration is now a bit older (and wiser), and my grandson is 16. My influence must have rubbed off a little as they are restoring a '66 Mustang and a '74 Bronco. Their experiences in restorations have now made the Lincoln a sort of father, son, grandson project (I could not ask for anything more).

Tool wise I was in much better shape between what I had accumulated over the years and what my son had bought. Chroming of some of the parts was necessary, but fortunately on my first go around I used the best I could find at the time, and it paid off. The bumpers were perfect, and several other chrome pieces were in fine shape and not in need of re-plating.

As I progressed through this restoration, I learned quite a few things that I did not think of in 1980. First, you can never take enough photos before removing and or taking things apart. Technology advances made this far easier today than back in 1980. You may think you will remember how it came apart, but without a ton of pictures or videos, you will be

lost for sure. Second, bag and identify everything removed or disassembled. All that information will certainly make for putting the car back together correctly when the time comes.

In order to repaint the frame and firewall area, I once again removed the engine and transmission. Since neither needed any work, my wrenching was put on hold. After all, this was still only a cosmetic restoration ... I must have been reading a foreign dictionary.

The engine would be disassembled only as much as needed for a repaint. Valve covers - Off. Intake - Off. Oil pan - Off. Water pump - Off. Exhaust - Off. Remaining accessories - Off.

I had the exhaust manifolds ceramic coated, a strong recommendation as they look very nice, are the correct factory color, and should last the life of the engine.

Now was also a good time to overhaul the carburetor whether it needed it or not, or so I thought (much more on that saga to come ... it hurts to even write about it). A well-known overhaul company with a good track record was employed, but as it turned out the result wasn't that good. I have since overhauled another carburetor I received from a friend and as noted later also had problems. With the engine and components, all repainted the correct colors; it was ready for re-assembly.



I replaced the front and rear transmission seals, removed the pan and changed the filter. Note: if you ever want to change the filter on a '57 Lincoln transmission, be sure to get the correct size as plenty of parts places say they have one, but it will be too small. Have your old filter measurements handy when you make the purchase.

I installed a new exhaust system, but then went to my local Master Muffler Shop that knows classic cars, who set me up with a nice set of mufflers and added new tipped

More Pride and Joy...

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ered as far away as New Zealand.

However, the company mainly prospered because of their famed quality, attention to detail and service. Every item was checked and tested before it left the works and only the best apprenticed engineers were employed. From the earliest days a repairs workshop was installed next to the foundry. The company could hardly conceal their glee when regularly asked to repair broken sanitaryware produced by less-fastidious competitors. It is doubtful that any other firm offered such a service.

All the hard work paid off and Mr. Crapper enjoyed the fruits of his labors and acquired the trappings of wealth: property, land and chattels. He and his elder brother, George (who helped him when he first established the business) drank in the Finborough Arms, in Kensington. Regularly, they would begin the working day in the tavern with a bottle of champagne - a tradition the current managing director would dearly love to revive, but his staff would not stand for it.

Thomas Crapper effectively invented the concept of the modern bathroom show-room. Bathroom fittings and especially Water Closets were hardly discussed in soci-

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down exhaust pipe ends. A slight change from the original was that I didn't include resonators. They are not needed. Doors, fenders, hood, and deck lid were all removed, and the interior was virtually gutted. With the steering column out, I could more easily get at the eight small nuts that hold the upper dash in place. One hand to hold the small flashlight; one hand to hold the 3/8s socket and long extensions; one hand to push wires out of the way; one eye for guiding.... The gauges come out with that upper part of the dash, which made things accessible for all the testing was done. The trunk was cleaned of everything that could be removed including the deck lid springs. I had better ones as well as better ones for the hood, so those were pulled, too.

I chose to use a top classic car professional paint shop not far from my home. We went through all of the items I wanted done piece by piece and what color. We decided to stay with a single stage paint as that replicated the original work from the factory. While the car was in the paint shop, I had an upholsterer replace the dash cover and padding using a very nice black vinyl.

The Lincoln was in the paint shop for about six months, and I visited it almost once a week to see how things were going. It is very important to let the owner know you are interested in following the progress and to keep things on schedule, even if he does not want you stopping by every week. I was very satisfied with this shop.

Unfortunately, I had a slight medical setback in October 2013, so it was my son who checked on the car each week and brought her home once the paint and body work was complete. It sat until March the following year when I could get back into the reassembling process (thank god for all those pictures I mentioned!). I plugged along through the spring and summer of 2014, which was not easy as our 100-degree temperatures in a non-air conditioned garage was not the best match for me. Thirty some years since the first restoration did not change my enthusiasm, only the function.

With the front clip still off, I was hoping we could make life a little easier by shoe-horning the engine and transmission back in place as an assembled unit. My son thought

differently, and his wisdom prevailed. Installing them separately was far easier. The joy of completion is emphasized by the thrills of putting the complicated pieces back in place. While putting the upper dash assembly back into the car, I took the time to extend each light wire that went into the upper dash. With that accomplished, it is much simpler to remove the upper dash if the need arises. Patience is a virtue, but balancing the long extensions with a small nut in the socket, meandering through a maze of wires, on your back looking up, head pushing against the brake pedal and just barely able to peek up there, say nothing about making sure the tiny dash lights don't get dislodged, I just took some liberty. A new carpet of the correct pile and weave had arrived along with pre-cut pads. Fitting it over the hump took some time for a proper fit. A high-quality reproduction heel pad with the Lincoln logo had been sent to the carpet maker where it was stitched in place. I struggled with the interior getting the quarter panels back in properly making sure the lights, window switches, and cigar lighters all worked. The doors and inner fenders were installed. The tubes for the fresh air and heat were connected, which required two people for lining things up and tightening the clamps. Then came the hood hinges and outer fenders along with the headlight buckets with the associated wiring for the front clip assembly. Finally, the hood was installed, which takes time and extra hands to line up and shim where necessary. The front fresh air snorkel screens on each side were screwed in place, the apron was installed, and finally the huge upper and lower halves of the bumper with the grill attached was positioned and bolted into place. It's a good idea before installing the bumper to install the lower corner chrome pieces at the bottom of the headlight frame of the front fenders. Then came the wiring harness for the engine compartment on both sides and across the firewall. A friend having a '57 sedan in his outer shed generously supplied me with several parts I needed, like the wiring harness for the driver's side and a Carter carburetor. He had the quarter panel "V" emblems and some nut plates from the

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Pride and Joy continued...

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ety due to the crushing prudery of the time. Crapper & Co. promoted sanitaryware to a largely dirty and skeptical public, many of whom thought it unhygienic to have a W.C. indoors!

Mr. Crapper caused a sensation when he installed large plate-glass windows at pavement level in Marlborough Road. The goods were comprehensively displayed within, but shockingly, they were also gloriously apparent on stands in the windows. It is said that genteel ladies would faint away at the sight of the gleaming china W.C. bowls!

Thomas Crapper was an innovator and inventor and held nine patents, but he did not 'invent' the Water Closet; it evolved over many hundreds of years. Stone-built privies survive around the world, built by ancient civilizations from Scotland to Turkey, but none really qualifies as a 'water closet' as we understand the term. The more advanced versions were simply multi-occupant stone latrines which were sluiced at intervals by diverting a nearby stream.

Arguably, the first W.C. was invented in 1592 by Sir John Harington, of the town of Bath in Somerset. His device had a seat, a bowl and behind it a cistern of water for

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rear bumper and stainless trim clips for the fenders, doors, rocker panels and the quarter panels. A major restoration of a rare car always needs a parts car (or two).

The vacuum wiper motor was easy to install, but the cable assemblies under the dash can be very frustrating. I had taken the windshield out as the seal was starting to crack. A new one along with the metal clip had to be inserted. This metal holding attach clip is for the convertibles only as otherwise there is nothing into which the stainless header trim piece can snap into. Coupes and sedans don't use this. Also, the windshield seal has an additional slit molded into it to accept this clip. One with this molded into it will fit the coupes and sedans with no problem, but if there is no slit in the seal, it shouldn't be used on the convertibles. We were now getting into the cold weather season and trying to work in a garage with just a couple of small heaters doesn't do it. So for most of November and into February 2015 there wasn't much accomplished on the car. I had a completion goal of mid-March 2015, to get it out on the road for test runs and breaking in time to find any problems and have time for remediation. I was hoping to take it to its first show on April 18.

Things kept cropping up that required additional time and effort and keeping me from my goal. We were now getting into late February, and I had a long way to go. Temperatures moderated so it was back to the garage.

I installed the chrome quarter panel ends, the trim across the back and lower trunk, the license plate bracket, and then hung the rear bumper.

A new trunk liner kit was made up from a place in California. He had the patterns for the panels and used the Burtex material. He even made up a spare tire cover. It all fit in place and looks nice. I polished all the stainless trim pieces and installed them all. Note: This is where you have to remember or refer to your notes or photos on how these are installed. They can be tricky, and the clips are too easy to put on upside down. The trim pieces, three per side, were installed on the fenders, doors, and quarter panels with the clips' widest lip on the bottom. The trim

pieces are then slipped in from the top down and snapped on over this bottom lip.

Quarter panel scoops and "V" emblems were attached, and the trunk lock was now installed and adjusted. The taillight assemblies were back in place and wired up with the lights as were the backup and license plate lights.

I had removed the steering wheel and column so I could get the housings powder coated. I had also taken apart the Treadle Vac power brake booster and had the housing powder coated this time. Note: powder coating on any of the close tolerance surfaces means it will not go together properly. It is imperative the coaters know this and cover them well. The dash was finished so the steering column was hoisted back in place. I sanded the brake reservoir as much as I could to get it back to its original gray metal look. I had the reservoir cover copper plated. There is always a question on this: were the reservoir covers on the '56 and '57 Lincolns copper plated? It seems that on the Mark II's they were and also some of the '56 Lincolns at least. On the '57, I really don't know. I don't think they were, but I had mine copper plated regardless, and it is very eye catching with the powder coated black booster housing and drip cover.

I also acquired a Lincoln Auto Lube system. Even though my Lincoln did not come with this accessory, it was a factory option. Holes for the light and the vacuum switch were drilled into the dash. New lines, compression fittings and grease connectors were installed. I don't plan to use the system, so no grease was put in the lube can, but it is a great show piece and always generates plenty of questions.

The checklist for the engine compartment was about finished, with the fan, radiator, starter relay, voltage regulator, horn relay, windshield washer bottle, and hoses all back in place.

The gas tank had been removed and flushed out several times. I did not seal the inside as there is a pickup filter screen about halfway aft of the outlet. I was afraid that the sealant would clog the screen and not let fuel pass through it! At this time, I also installed an electric boost pump and wired it up to where I would only use it to fill the carburetor fuel bowl

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Pride and Joy continued...

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washing away the contents. He called it the 'Ajax' and built one for himself and one for his godmother, Queen Elizabeth I. The invention was then comprehensively ignored for over a hundred years!

The next mechanical flushing loos were introduced in the 1730s and from 1775 new patents came regularly. The loo gradually developed until pioneers like Mr. Crapper and his contemporaries, such as George Jennings, Thomas Twyford, Edward Johns and Henry Doulton began producing W.C.s much as we know them today.

That word: 'Crap' was an ancient word for rubbish or chaff which had fallen out of use in Britain by the end of the 16th century, therefore in Victorian times there was nothing amusing about the surname 'Crapper'. However early English settlers to America took the word with them and so in the U.S.A. it has been used continuously, although always considered a rather vulgar word.

In 1917, American servicemen stationed in London during WW1 were hugely amused to see the name emblazoned on cisterns and W.C. bowls (although their English friends could not see the joke) and so they began to call the whole W.C. appa-

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after the car sat for a while. I always had the problem after the car had sat for a long time where I had to crank the engine and pump the accelerator extensively before the engine would start. Initially, I put in a type of switch where you had to push and hold the button for the pump to run (momentary switch). I did not need it while the engine was running and I wanted to be certain that pump could never be left running accidentally. I figured that an electric boost pump would correct that problem, and it did.

The last in this segment was to get the black Haartz cloth top installed. It only added to the car's richness. The 56/57 top operation can be a very time consuming and frustrating effort to make sure it operates as it should. Having it unlock the screw jacks must work first, then about 4" up the pump comes on and the top starts down as the top is going down there is a switch that is operated to stop the jack screws from turning (in the early 1956 Lincolns there was no switch and the jack screws operated through the complete top operation). There is also a rubber bumper installed on the #3 bow link that has to be in place, if it's not you will bend a link.

At this point, the "cosmetic restoration" was complete but had yet to get it on the road to iron out any of the gremlins that always seem to find a way to pop-up after taking things apart. The car looked great ... but those gremlins did pop-up and almost put me back on medical leave...

The carburetor drama (I told you we would get back to this) -Whoever thought such a simple device could suck up so much time and energy?



Time was now running short, and I hadn't even done a test run. The engine had run fine on the test stand except for the

idle, but I was anxious to get it on the road. It seemed to have good acceleration but would not idle properly. Timing, new plug wires, even a distributor check, all led to no improvement. Another test drive was needed, bad idle and all, so my son and I headed for the freeway. Full throttle down the on the ramp and all four barrels were sucking gas and breathing air. Headed back to the house and every slow down or stop was a chore to keep it running. We just sat there in the driveway trying to figure this out. It had to be the idle mixture, so we made adjustments again.

We kept up this circus through two more test runs. Remember this is the same carburetor I had on the car that ran great for the last 25 years that I just had to get it overhauled ... regretting that decision. So in an attempt to isolate my variables, I overhauled a spare Carter carburetor to see if things would work better. Again, all seemed fine as it ran great - until it warmed up. This changing carburetors and swapping halves was ridiculous! Inspiration set in. I once had a '56 parts car from which I had saved the Holley ('56 used Holley and '57 used Carter, and they were completely different carburetors). Even though it was some 25 years ago all I had done with it was drain the fuel and put it on the shelf. Natural instinct says to at least try something, which I did. It took a little remodeling of linkage, fuel line, etc., but I got it installed on the engine. Using the electric boost pump, we filled the fuel bowl and cranked it. Two revolutions with this Holly and the engine started and idled was as smooth as ever. After some minor adjusting at operating temp, out I went, high-tailing it down the freeway and that old "368" was running beautifully. After 10 miles or so and a turnaround for home it hesitated, burped and nearly quit. Now, what!? On removing the air cleaner, I saw the choke plates were closed. Reason enough to quit, but why? I rotated the choke housing to open them, but it still wouldn't start.... Carburetor out of gas? The electric fuel pump to the rescue, and after a minute with the pump on the engine fired up fine. I sort of limped home. My son had stayed at the house this time in case I needed a rescue.

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Pride and Joy Finale...

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ratus "the Crapper". This phrase caught on in America on their return, presumably because it made sense to those who were aware of the vulgarity 'crap'.

Due to American cultural influences upon Great Britain and Europe the word 'crap' is now widely used and the humor inherent in the surname is universally appreciated.

Thomas Crapper retired in 1904 and passed his newly-incorporated firm to his partner, Robert Marr Wharam and Thomas's nephew, George. Mr. Crapper was a member of the Royal Horticultural Society and he tended his plants in his greenhouses (which still exist) at his last home, 12, Thornsett Road, Anerley, on the border of Kent and London.

He died on the 27th January 1910 and was buried on the 31st at Elmer's End Cemetery nearby. The grave is near those of W.G. Grace, England's greatest cricketer and Frederick Wolseley, producer of the first British motor-car and inventor of the sheep-shearing machine. Mr. & Mrs. Crapper had only one son, who died in infancy.

In 1907 Robert Wharam and George Crapper acquired a new flagship store, 120, King's Road, a very grand address opposite Royal Ave-

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After a few weeks, we had enough of a break to try and figure out the Carter again. I wanted to start back with a clean slate, so I reassembled the original Carter I had on the engine for so many years (the one I had professionally overhauled), and I put it back on the engine. I did not trust the second Carter, plus I had no history with its performance. With the original Carter back on, the engine started right up and idled fine at cold and operating temps. We took it out for a test drive, and acceleration was great. Through town idle was normal in stop and go city traffic, so we headed for the freeway and accelerated out on the freeway right up to 70 mph. I shifted into passing gear, and it was running great. I found my usual off ramp for the turn around to head home, and once again the idle took a header. We once again limped it back home.

My son was now more frustrated than his dad. It was time to put her back in the garage and tackle it with cooler minds at a later date. I am all too familiar with the little gremlins, but in all my years they have never fixed a problem for me while I slept at night! Based on the hunch of the vacuum leak, my son removed the air cleaner and decided to cup his hands over the top of the carburetor to act as a choke. Sure enough, he could manipulate the amount he covered the carb, and it would smooth out the idle. When he removed his hands, it would be rough again. What in the hell is going on! Now my son is on top of the motor, with it running, so he can peer down the throat of the primary and secondary's when he notices a bit of fuel dumping into the secondary's from the fuel nozzles.

To our surprise, my son rotated the shaft for the secondary's, and it moved just a tad and the idle smoothed out beautifully. Opening the plate a touch and the issue came back. Manually close it, and it purred like a kitten. Now all the weird circumstances started to make sense. With the secondary throttle plate closed, it was well. Cold start up to cruising around town, the secondary's would never open. Only up on the highway with hard acceleration would they open, but they would not close all the way. Once the car sat overnight and cooled, they would eventu-

ally find their way shut, especially after pumping the gas pedal twice before a cold startup. Every time I went into passing gear or accelerated aggressively that would open the secondary's but not close them when I let off, thus causing the rough idle. To remedy the issue, we simply bent the short piece of linkage to ensure positive closer of the plates whenever the throttle was backed-off. Subsequent test hops confirmed resolution, but for sure if I had to do this restoration over again I would never have had the original carburetor overhauled as it was running perfectly before I sent it out.

Re-Restoration Complete Since the car has been officially out of its' latest restoration; it has been entered into 8 car shows of which it received 5 first place trophies and 3 Best of Show trophies. It also received the best Primary Division 1949 -1957 Lincoln-Cosmopolitan award at the LCOC Western National Meet in Colorado, September 2016.

Here it is early 2017, and the car is now running great. The most recent car show was held at Ft. Worth at the convention center, which took place along with the new 2017 Auto show. There were 50 classic cars invited to this show, and it was a very pleasant event. People coming to see the new cars hadn't expected to see 50 plus classic cars to look at and dream over. It was gratifying listening to the comments and seeing the enthusiasm from the attendees.

I can say that owning, driving, and showing a classic car is a wonderful feeling. Getting the thumbs-up, the waves, the compliments and yes, the trophies is uplifting. It is a time-consuming, expensive and frustrating hobby ... that I would not give up for anything. There are times you want to give up and sell off everything, and some end up losing that battle. A few rules to know if you're in this hobby (or considering getting into to): Your car is never finished, There is always more to learn, Walk away and hit the problem the next day (it is weird, but it always helps), Don't ever expect to recover (monetarily) all of your investment, and Give back by helping others in the hobby.

Our thanks to Bob Hardisty of Southlake, North Texas for this detailed story of his much loved 1957 Premiere Convertible. We also want to thank Mike Denney of the RRLR for allowing us to reprint this story.

Bob Johnson wins coveted award...

(Continued from page 10)

nue and near Sloane Square. The company continued to prosper and large extensions were added to the building, giving even more showroom and storage space in addition to the manufactory at Marlborough Road. The 1920's and 30's saw the arrival of Art Deco in the bathroom and Crappers led the way with outlandish designs in the new mode. Bold colors had arrived in sanitaryware in the 1930's and the firm sold many "modern" suites in shades of green, blue, pink, yellow, ivory, amber and even black.

However, the Second World War intervened and like many British firms, Crappers suffered from shortages and the enormous changes in society. By the late 1950's Robert G. Wharam (Robert M. Wharam's son) was solely in charge. The firm was long-established and still successful but the Marlboro' Works had been sold and all operations were based at 120 King's Road. Mr. Wharam was advancing in years and wished to retire so eventually he sold the firm in 1966 to nearby rivals, John Bolding & Sons.

What happened next shocked the whole industry. Despite assurances to the contrary, Boldings mercilessly 'asset-stripped' the company and sold the premises at an enormous

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This article originally appeared in the March 27 issue of the Shafer Daily Bugle.



Shafer Mayor Howard Johnson

Shafer Mayor Howard Johnson recently announced the recipient of the first annual "Shafer Citizen of the year" award. It will be presented to local, long time resident Robert (aka arborbob) Johnson for his exemplary record of community activism, which includes overseeing the development of the Shafer International Airport (SIA), advocating for the extension of the Twin Cities Light Rail system to serve Shafer, the Llama Land Farm and many other civic inspired projects. Bob has also received world-wide recognition for his advocacy of the Lincoln Automobile, and the boutique Lincoln dealership he owns right on the edge of Shafer on Wistful Vista Avenue. Bob Johnson also serves in a leadership position for the world-wide Lincoln and Continental Owners Club.

A whole day has been set aside for the celebration of this momentous event. Mayor Johnson adds that no expense will be spared to make this very special day the best ever. Starting off the day will be a reception for Bob and his long-suffering wife, Mary at the Shafer city offices and civic auditorium, beginning at 9 a.m. Refreshments will be served. All citizens of Shafer are invited to at-

tend to meet and greet their very own "ArborBob."

Following the reception, at 11 a.m., there will be a parade through Shafer, featuring classic Lincoln automobiles of all ages. It is estimated that there will be over 75 vintage Lincolns spanning the production years from 1922 through the latest 2017 Lincoln Continental. Bob will be leading the parade in his limited production Lincoln Mark VIII custom convertible.



The first string of the Shafer municipal marching band getting in a little practice before the big April event.

Also participating in the parade will be the official Shafer municipal marching band. It is a first-rate band, with over 80 members who can both march and play at the same time. Long time LCOC and North Star member and noted band director, George Traficante, has agreed to come out of retirement for this special day to do a command performance and lead the Shafer band. The city has ordered spiffy new band uniforms, Lincoln blue in color and which should make quite a fashion statement while marching.



A few of the Llamas from Llama Land that will be featured in the big parade.

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profit. They moved Crapper & Co. to Bolding's buildings in Davies Street and continued to trade for a few years until they received their just deserts for their behavior. In 1969 Boldings went into liquidation and all their assets were sold - including Thomas Crapper & Co. Ltd..

The new chairman owned Crapper & Co. for the next twenty-nine years but did little with the business. Thankfully he kept it alive until it was acquired by its current owners Simon Kirby and Warrick Knott, English enthusiasts with a passion for the great heritage of the famous old firm. Simon, an historian of the bathroom industry and (believe or not) a collector of antique loos, basins, taps and even baths, explains that for him Thomas Crapper & Co. is the ultimate prize!

All involved with the company hope that Thomas Crapper would be greatly pleased to see his company prospering and creating such fine and exclusive products in the twenty-first century, even though he would probably consider everything to be rather old fashioned.

From the internet...

More Bob Johnson

(Continued from page 11)

Also taking part in the parade will be over 25 Llamas from Bob Johnson's Llama Land. These very sweet creatures can march in step and hum while marching. Each will be led by members of Shafer's police department, in full-dress blues, which will truly be a sight to behold. Most people don't realize it, but Llamas are quite trainable and can actually hum various tunes. Bob's Llamas do have a small repertoire of songs, including the ever-popular "Amazing Grace" and it is hoped that they will be inclined to render this particular song for the assembled crowd.



The new Shafer traffic roundabout

The parade will eventually find its way to the new constructed traffic circle/roundabout at Highway 8 and St. Croix Trail. There will be a ribbon cutting ceremony which will serve to officially open the roundabout for business. As part of the ribbon cutting, the Shafer mayor, Howard Johnson will officially dedicate and name the facility the "Robert Johnson Memorial Traffic Roundabout." Mayor Johnson also will unveil a beautiful, larger than life bronze statue of Bob Johnson, feet planted firmly in the center of the roundabout, proudly tossing his Lincoln cap in the air. A handsome plaque will be placed at the base of the statue, which states "I did make it on my own, and with a lot of help from Mary and my very good friends."

The City of Shafer invites all to attend to make this one great day. We will see you all **Saturday, April 1**, please be there and join in the festivities.

'56 - '57 Lincolns

For the 1956 model year, Lincoln introduced all-new models, and an all-new hierarchy. The Lincoln Custom was dropped, making the Capri the entry-level Lincoln. The Premiere, meanwhile, became Lincoln's flagship. The car carried bright colors, more trim, and a number of safety features, like deep-dish steering wheel, padded dash, seat backs and door panels and better door latches. It was expensive, too, with a hardtop coupe, a four-door sedan, and a convertible all ranging between \$4,600 and \$4,750.

Only one motor was offered across the line: the 368-cid, 285-hp overhead-valve V-8 was mated to an automatic transmission. Power seats and windows were standard on the Premiere, and most owners also added power brakes. For 1957, the Premiere gained big fins, more chrome, four headlights, and engine output was bumped to 300 hp. A four-door Landau hardtop sedan was added to the Premiere lineup this year, as well, and prices jumped by approximately \$500 on nearly all models. From a collectible standpoint, the mid-1950s Lincoln Premiere possesses an imposing road presence. It is large and striking, and carries with it a ton of 1950s nostalgia. When bought right, however, the Lincoln Premiere is a terrific and affordable car.

For Sale - 1980 Mark VI



1980 Mark VI Signature Series, Bill Blass coupe. Power steering, windows, and seats. A/C needs charge. Blue leather interior in very good condition. White vinyl top replaced 5 years ago and looks like new. Stored in a heated area. \$5500 OBO. You can't find another car like this at this price. Bob Roth 763.475.1429

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. \$9,450
Call Rolland Toenges, 952 938-6200 or email: rptoenges@aol.com



For Sale 1948 Lincoln Continental Coupe
\$12,500

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. This is a full CCCA Classic and would be a great car for touring next summer.

Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143.
Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.



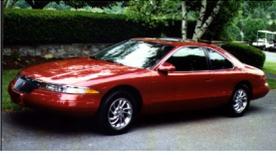
For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am 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



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.

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.

For Sale - 1965 Lincoln Continental Convertible



This beautiful fully restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.



1994 Lincoln Town Car Executive loaded with options. The car has two air bags, keyless entry, air suspension, moon roof, four wheel disk brakes, cassette tape player and 1 1/8" white wall tires. Second owner since 1999. Car gone over by Lincoln dealer. Rare gold color with matching interior. Must see to appreciate. Asking \$9,500. Call Richard at 651.351.2855.



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

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson
651.257.1715, email: arborbob41@aol.com

Preview of Coming Events

- April **Sunday Brunch April 23, 2017** at Paradise Landing, Balsam Lake, WI at 11:30 AM, five menu choices to order from. See back page for more details.
CCCA Spring Garage Tour, April 29, 2017. 8 a.m. Start at Stillwater, MN, see back page for all the details.
- May **9th Annual Memorial Day weekend car show**, Bloomington Lincoln, Bloomington, MN, **Saturday, May 27, 10:00 a.m. to 2 p.m.**
We are invited to attend the Midwest Regions Spring event in Springfield MO, May 20.
For details contact Dick Koop, at 608-239-2840, email carnut13@sbcglobal.net
- June **Back to the Fifties, June 16-18, 2016**, Minnesota State Fairgrounds, St Paul
All Ford Show, June 3rd, Dunwoody Plaza, Minneapolis, MN
- July **Maple Grove Days Car Show, Saturday, July 15, 2016**
14th Annual Out State Lincoln Car Show, Saturday, July 22, 2017 at Tyler, MN during Aebleskiver Days. Three day event. Stay in Marshall. Details to follow.
Sunday, July 30th, the 10,000 Lake Concours d'Elegance, Excelsior MN 10 a.m. to 4 p.m.
- August **Lincoln Motor Car Museum, Grand National Meet**, Fourth Annual Lincoln Homecoming, Hickory Corners, MI, **August 7-13, 2017**, All Lincoln owners, 100 year Anniversary Lincoln Incorporation, LOC will be hosting. More details in future newsletters or visit www.lincolncarmuseum.org
- September **10th Annual Luther North Country Lincoln Car Show, Saturday, September 9th, 2017**, 10 a.m. to 2 p.m.
- October **Annual North Star Potluck and Auction** at Morries in Long Lake, MN, **Sunday, October, 15th, 2017.**
- November **Year end Sunday Brunch at Dangerfield's** in Shakopee. **Sunday, November 12th**, at 11:30 a.m.

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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, April 23, at Paradise Landing, Balsam Lake, WI. Mark your calendar now and save the date. The weather will be perfect for the drive to Balsam Lake. We have been there before and it's time to go back. We will have five menu choices and our own room. 11:30 a.m., Sunday, April 23. See you there. Set your GPS for 264 County Rd I, Balsam Lake, WI.

April Event - CCCA Garage Tour

Saturday, April 29, 2017

Gather for coffee and donuts at 7:30 a.m. at Mark Desch's office, 333 North Main street, Stillwater. We will be going East to visit several collections and shops. This will be one of our last chances to cross the St. Croix over the 100 plus year old lift bridge. ***The tour will leave promptly at 8:30 a.m.***

The weather will be great and it will be a super good day to see some great cars and tour the countryside with fine friends.



It is time for our All Lincoln Car Show
Saturday, May 27, 2017
10 a.m. to 2 p.m.

Note the New Location
Bloomington Lincoln, 1001 Clover Drive
Bloomington, MN, Just South of Hwy 494 and
Just East of Hwy 35 South.

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.

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. Invite anyone you know who owns a Lincoln to join us at this show.