

NORTHSTAR NEWS

My Pride and Joy....

Another title for this article could be “Here we go again”. I purchased this automobile at the end of 2006. I had known of this Full Classic for several years as it was in a body shop in Jordan, MN. The interior was out of the car, and there were no fenders or other sheet metal on the car except for the body. The engine had been rebuilt for at least 25 years and was still in the car, but had never been started.

We took the car to our friend Earl Sejrup and then began the process of starting the engine. We used a 20 weight non detergent oil and added some Rislone, then pressurized the system. Initially, it turned over, but would not start or run. We were successful in

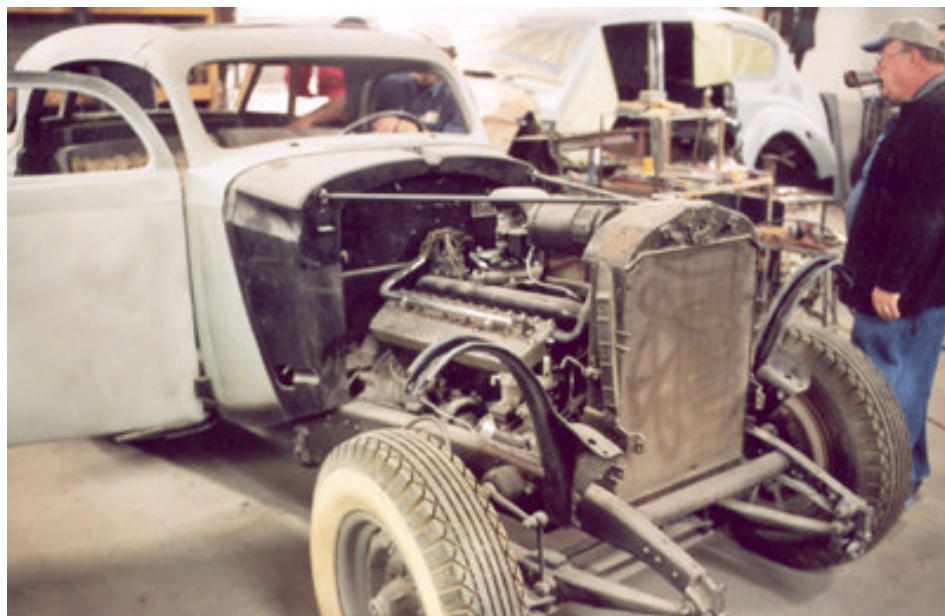
starting the engine after we adjusted the distributor timing.

The engine was removed along with the transmission. The body shell had been left at the body shop and the frame was disassembled. The frame was sand-blasted and painted black. The front brakes were done and the rear brakes were left for the rear end disassembly to install a high- speed rear end in the future.

The engine is still at Earl’s (L.P Motors), the body is back on the painted frame and the other sheet metal including the doors are still at the body shop. The body and frame are in my shop and

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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.



Tom Brace with his 1937 Model K

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Board Of Directors - 2006-2007

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Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

My Pride and Joy Continued...

(Continued from page 1)

are awaiting an open stall as we are finishing a 1953 Packard-Henney Jr. ambulance. That is another story for another club and another time.

I have done some research on this automobile and will share some of my findings in this article. This car's serial number is K- 7604. The 1937 serial numbers run from K-7501 to K-8490. My other K has a serial number of K-8430. It would appear then that I have an early and a late production number. The total production run for the Coupe was 24 and I believe that this car is #5. I believe that about 6 are known to still be in existence which is a fairly high survival rate.

According to factory records, the car was painted Canal Gray and when the dash was removed, I believe that we found a color that could be matched. Further research indicated that it was striped with Vermillion. I will match the color

and have a separate one- foot square painted to try and envision the car in total with that color. Color selection is a very critical part of any restoration.

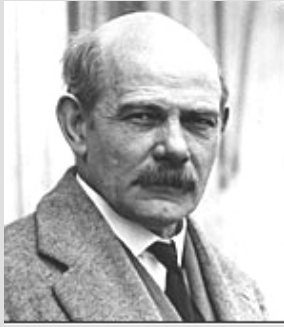


Dave Sandell admiring Tom's 1937 K

We have inventoried all of the parts and have a fairly good idea what I will need. It appears to be

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Trivia from the Internet



Gutzon Borglum
1867 - 1941

John Gutzon de la Mothe Borglum liked to tinker with his own legend, subtracting a few years from his age, changing the story of his parentage. The best archival research has revealed that he was born in 1867 to one of the wives of a Danish Mormon bigamist. When his father decided to conform to societal norms that were pressing westward with the pioneers, he abandoned Gutzon's mother, and remained married to his first wife, her sister.

In 1884, when Gutzon was sixteen, the family moved to Los Angeles. His father, unhappy in California, soon returned to Nebraska, but Gutzon stayed behind. He studied art and met

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Editors Message

August 2007

We have been having a lot of fun this summer. First was our grand tour down to the Quad Cities, three days of non-stop good times. We were off to a good start Friday morning, June 29th, getting a chance to see some Southern Minnesota countryside along the way. On behalf of all tour members, I want to thank Karl Flick for arranging the route. Karl had the oldest Lincoln on the trip, his very faithful 1939 Zephyr two door sedan. It keeps up with traffic with absolutely no straining. It does make

heads turn as it goes down the highways at 65 miles per hour. Most of the other Lincolns were a lot newer, 70's, and a Mark VIII and a new MKX. All who went thoroughly enjoyed the trip, and are looking for future road trips. We met up with three couples from the Lakeshore Region, who organized the events in the Quad Cities. The Whitmires, went all out to welcome their visitors from the North country. Gift bags were in each motel room, filled with some neat things that Art and his wife put together. I hope that we can reciprocate the hospitality sometime in the not too distant future. For those who missed the tour, perhaps you can join us next time. It truly was a lot of fun.

Our 8th annual Whitaker all Lincoln show was also a nice event. The weather turned out very nice, with Bob Johnson taking over the "Official Weatherman" duties from Harvey Oberg during his absence. Bob came through with a sunny and windy day, low humidity, one of the best days of July.

D'keta's Teal Faith Reigns, AKA Faithie, came along with Marion and I to the show. She met many of those who have read about her over the past two years in our newsletter. I believe that she was as glad to meet you as you were glad to meet her. She had so much fun, that she slept for a day and a half afterward.

There were a lot of new cars at the show. John and Dorothy Palmer came down



Faithie saying hello to one of her many new friends at the 8th annual Whitaker show.

from their home in Barnum with a different one, a 1980 Mark VI, fairly new to their growing collection. Milt Peterson, brought over a 1970 Continental sedan, low mileage and mostly original. A nice car, but then most Lincolns are nice.

Also new to the show was a 2002

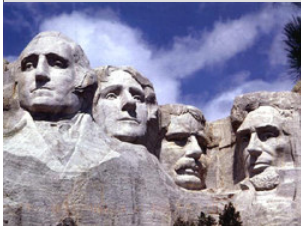
Lincoln Blackwood, purchased by Ray and Jeanine Nelson *during* the show. Out of the corner of my eye, I saw Ray looking the Blackwood over very closely. Of course, one of the sales reps came over and one thing led to another, which led to a test drive, which led to getting the checkbook out. Jeanine looks very good behind the wheel of that Blackwood.

Our next event will be the Lafayette Club brunch in August. Joining us will be folks from the CCCA and we should get to see some very fine cars turning out. Make your reservations as soon as possible with Bob Gavrilesco. Don't forget our annual picnic in September. Set aside the 16th. Hopefully, it will continue the traditions of past years. Till next month...

David, Marion, and Faithie, the Samoyed..

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Elizabeth Jaynes Putnam, a painter and divorcee eighteen years his senior. Lisa Putnam became a teacher and mentor to Gutzon, helping manage his career and advising his education. They were married in 1889. While in California, Gutzon painted a portrait of General John C. Fremont and learned the value of having a wealthy and socially connected patron. Although the general died a few years after sitting for his painting, his widow provided Borglum with contacts to men such as Leland Stanford and Theodore Roosevelt. The Borglums trav-



eled to Paris to work and study, and there Gutzon met sculptor Auguste Rodin. As much as he admired Rodin, more than one historian has suggested that the

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Directors Message

July 2007

By Bob Johnson

Dave Gustafson has received the Golden Quill Award for 2006 from Old Cars Weekly Magazine. This award is annually presented in recognition for outstanding efforts in communication field of the old car hobby. This award goes to editors of car club newsletters; this is the second Golden Quill award that Dave has received. Great job, Dave, the North Star Region has had a great newsletter for the last six years because of your efforts.

Our tour with Lake Shore Region to Ed Veit's Car Collection in Quad Cities (Davenport), Iowa, was a great trip. It was a lot of fun to follow Karl Flick, driving his 1939 two door Zephyr Sedan. We had seven Lincolns make the tour and the Lake Shore Region had three cars. I hope that the low attendance is because of the price of gas and not lack of interest. Art Whitmire's comments in their Lake Shore Region Newsletter said it all: "we saw three great car collections, visited a beautiful mansion, John Deere Exposition Center and topped it off with some good eating". I want to thank Art Whitmire and Karl Flick for all planning and work that went into this tour.

On Saturday, July 21st, we had our 8th Annual All Lincoln Car Show at Whitaker Lincoln Mercury, in Inver Grove Heights., We had 29 Lincolns attend, and the weather was just right, warm with a great breeze. We had Dash Plaques, Door Prizes and Chuck Whitaker again provided a cookout for our eating pleasure. Our Peoples Choice Award for Best of Show was won by Jeff Eisenberg with a 1956 Mark II. More details of car show are printed elsewhere in newsletter.

On Sunday, August 19th 11:30 AM we

will enjoy a Sunday Brunch, with the CCCA at the Lafayette Country Club and Boat ride on Lake Minnetonka. After enjoying a Marvelous Sunday Brunch, Todd Warner, who is our host and will provide boat rides on Lake Minnetonka, in one of the grandest antique boats in the country: a 1937, 55 foot Mahogany Commuter yacht designed by John L Hacker. Event Tickets are \$35.00 per person, for both the Brunch and Boat ride, and must be purchased in advance. We sent out a special flyer for this event with preprinted form to send to Bob Gavrilesu, who will be handling the reservations for this outing. Please make checks out to "North Star LCOC". The payment deadline is Monday, August 6th, 2007. Mail Checks to: Bob Gavrilesu, 1520 Chelsea St, St Paul, MN 55108. .

Our Annual Fall Region Picnic will be on Sunday, September 16th at Morries; Roger Wothe has made arrangements with Morrie Wagener to have our fall picnic at his remodeled facility west of Long Lake on Highway 12.

Regional Director Elections will be held in September, Roger Wothe and Bob Gavrilesu have agreed to run again, specific information is else where in this newsletter.

If you want to read about more Lincoln Club information, several other Regions are now posting their newsletters on the www.lcoc.org web site. Look for *Regions* and click on *Newsletters*. The Clubs basic Policy and Procedures is also now posted, click on *About LCOC* and then click on *Directory information*.

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

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reason Gutzon gave up painting was to compete with his brother Solon, who had been making his name as a sculptor. Gutzon's talent was immediately apparent and he found a few commissions (certainly the fact that Solon had already associated the name Borglum with fine sculpture didn't hurt). At the same time, Gutzon's marriage was falling apart. He left Paris alone in 1901 and aboard ship met Mary Montgomery, an American who had just completed her doctorate at the University of Berlin. He and Mary wed as soon as Lisa granted him a divorce. They bought a house and farm in Connecticut and named it "Borgland."

Borglum's major work back in America included a bust of Abraham Lincoln, which he was able to exhibit in Theodore Roosevelt's White House. The Lincoln portrait and other much admired works gave Borglum a na-

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Black Hills Overdrive Annual All Car Rally

By Ray and Jeanine Nelson

We left home about 10:15 am and received a phone call as we were going through Willmar from a friend in Rapid City. He said the weather forecast for the whole weekend was for storms and he was concerned about our car, because they frequently get hail with their storms. We called Jim Dowding, a LCOC club member in Rapid City, and he said it was raining at the time, but the rest of the weekend was supposed to be good. If it was up to me, I would probably have turned around, but Jeanine said, "let's keep going". We intended to drive to Chamberlain the first night, but we encountered some very black foreboding sky, so decided to stop in Mitchell. The Hampton Inn allowed us to park our car under their canopy, but as it turned out, it rained, but nothing serious.



Jeanine and Ray Nelson with Jim and Nancy Dowding and their Mark VIII in Hill City.

We left Mitchell about 8:45 am and started our poker run on the way into Rapid City. Our first stop was Pioneer Auto Museum in Murdo, S.D. Second stop was 1880 Town. Third stop was in Cactus Flats; Badlands Trading Post. Fourth stop was Wall, S.D. We stopped at the famous Wall Drug for a 5 Cent cup of coffee. Last stop was Black Hills Information Center in Rapid City. We picked up our registration packet at 2:45 pm South Dakota time. After checking into our motel, we found a car wash to clean the bugs off, and Jim Dowding, a LCOC member, came there to greet us. Jim is very active in the Big Brother/Big Sister Organiza-

tion, and he had 2 great kids with him, Sean and Jube. We then went to the Rapid City Civic Center, where about 250 cars participated in a police escorted parade through Rapid City.



Ray and Jeanine Nelson's Continental, with the "Four Presidents in the background."

On Saturday, we went to the Art on Wheels Car Show in Hill City from 10 to 2pm and then to the Wild Wheels Night Car Show in Bear Country U.S.A. There were a lot of beautiful cars there, so we felt fortunate to be voted one of the top 10 with our '48 Continental. We received a trophy and \$150.00. We could not believe how many people had never seen a '48 Continental.

Sunday morning we went to a pancake breakfast in Sturgis, and then took off for Deadwood. Jim and Julie met us in Deadwood and suggested we take a picture in front of "Nelson's Garage". When we left Deadwood, we had dinner with our long-time friends, who own the Horsecreek Inn on Sheridan Lake in the Black Hills. We also managed to squeeze in some time to go to Custer State Park where we managed to avoid a buffalo that was coming onto the road. We also drove to Mt. Rushmore, and got a picture of our car with the "faces" in the background.

We intended to spend another day on Monday with our friends, but once again, they were forecasting thunderstorms so we decided we had such a great time, and

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tional reputation, and he was invited by Helen Plane of the United Daughters of the Confederacy to carve a bust of Robert E. Lee on Stone Mountain in Georgia. Borglum's conception was bigger than Plane's and Stone Mountain became his first mountain carving project, and where Borglum developed some of the techniques that would later be used on Rushmore. While at Stone Mountain, Borglum became associated with the newly reborn Ku Klux Klan. Whether this accorded with a racist world view, or if it was simply one way to bond with some of his patrons on the Stone Mountain project, is unclear. Frankly, Borglum had little time for anyone, white or black, who was not a Congressman or millionaire, or happened to be in his way. There is no indication, for example, that he treated his long-suffering black chauffeur Charlie Johnson any differently than any white employee -- he owed him back pay just like everyone else. Stone Mountain was not finished by Borglum, but it inspired his next job: Mount Rushmore.

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Pride and Joy continued...

(Continued from page 2)

much more complete than the 2-window sedan when I first purchased it. As an aside, they made 48 of that model and that car is #45.

The Coupe has several features that I am pleased to report. It will have a leather roof and came with a radio. All that was left of the radio was the head and I have found and had restored the rest of the radio. Lincoln did not put a lot of radios in their cars. It does not have a heater or side mounts. I have already been in touch with Ray Theriault about some of the pieces that I need. This car has a trunk instead of the optional rumble seat. I am not a fan of rumble seats. If you have ever ridden in one at any speed, you can appreciate the sentiment.

I have never owned a two-passenger coupe. I read an article that described a Full Classic Coupe as a "long hood, a long sloping rear deck, only seats two...all this for me." I do appreciate its long, low lines and am excited about restoring this car.

My history in recent years is to buy a car that is somewhat apart, that has been started by someone else, and build it into what it would have looked like coming off the assembly line. The late model K's are under-appreciated Full Classics that always seem to draw a lot of interest when they are presented. The craftsmanship that went into building them is extraordinary and having completed the 2-window sedan should help aid this restoration. In brief, I learned a

lot about the Lincoln K from my prior experience.

A Postscript

It may seem a little strange to be writing about a automobile before it is restored. Never fear, when I am finished, I will write about it and what additional information I have found. When one looks at the K in its present condition, one is struck with all of the work that is needed. The project is already underway and I will make it the best one that myself and the many friends who help can make it. It will be as authentic as I can make it and I will be constantly checking with the 2-window sedan in the process of restoring the coupe. If I can improve the restoration of the 2-window sedan in the process, I will.

Let the adventure began.

Our thanks to Tom Brace for this (what we would hope to be the first installment) story about of one of his latest acquisitions, the 1937 Model K Coupe. We look forward to it being a regular at our Northstar activities.

Help Us Out...

If you have recently adopted a new Lincoln, please let us know about it. Our members look forward to reading about different Lincolns of all ages, new or old, tell us about your new car.

Send your story and pictures to the Northstar News, 308 Brandywine Drive, Burnsville, Mn 55337

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When South Dakota state historian Doane Robinson read about Stone Mountain, he invited Borglum out to the Black Hills of South Dakota to create a monument there. Borglum, perhaps realizing that Stone Mountain had only regional support, immediately suggested a national subject for Rushmore: Presidents George Washington and Abraham Lincoln. Theodore Roosevelt and Thomas Jefferson were added to the program soon afterward. Borglum had met and campaigned for Roosevelt, and by invoking that president's acquisition of the Panama Canal and Jefferson's Louisiana Purchase, the Rushmore monument became a story of the expansion of the United States, the embodiment of Manifest Destiny.

Work on the mountain was not constantly supervised by Borglum. When he was at Rushmore, Borglum would be climbing all over the mountain and all over the hills, to determine the best angle for each feature, and advising the carvers on how to create the nuanced details that might not even

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May Board of Directors Meeting...

BOARD OF DIRECTORS MEETING

July 12, 2007

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culver's Restaurant in Maplewood. Board members; Bob Johnson, Dave Gustafson, Harvey Oberg, Bob Gavrilesco, were present. Members Faye Oberg and Dick Serwat were also present. The minutes of the previous meeting and the agenda of this meeting were approved.

OFFICER REPORTS

Dave Gustafson has received the Golden Quill Award for 2006 from Old Cars Weekly Magazine. This award is annually presented in recognition for outstanding efforts in communication field of the old car hobby. This award goes to editors of Car Club newsletters; this is the second Golden Quill award that Dave has received. Great job, Dave, the North Star Region has had a great newsletter for the last six years because of your efforts.

Regional Director Bob Johnson reviewed the Quad Cities tour and thanked Karl Flick for being such a great tour guide and Art Whitmire from the Lake Shore Region for organizing the tour. Bob expressed disappointment in that Ray and Jeanine Nelson were the only ones to go out to the Black Hills tour. Dave Gustafson will be sending out flyers for our Lafayette Sunday Brunch with registration forms, which must be returned to Bob Gavrilesco by August 6th. Cost of Brunch and Boat Trip is \$35 per person. Roger Wothe has made arrangements with Morrie Wagener to have our fall picnic at his remodeled facility west of Long Lake on Highway 12. Regional Director Elections will be held in September, Roger Wothe and Bob Gavrilesco have agreed to run again, specific information is else where in this newsletter. The National Directors election will be held during August, eight candidates have filed for 5 positions that are up for election. Incumbents are Steve

D'Ambrosia, John Bailey, Miki Pease and Doug Mattix: First time candidates are Dan Szwarc, Stuart Cohen, Vitas Rasys and Jerry Flanary. The North Star Region Board voted to support John Bailey, Steve D'Ambrosia, Doug Mattix, Dan Szwarc and Stuart Cohen.

Treasurer Harvey Oberg reported the treasury balance to be \$2743.99 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the current membership is over 130 with two new members this month. Dave still needs "Our Pride and Joy" articles.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be August 2 at 7:00 PM at Culver's Restaurant in Maplewood.

Respectfully submitted by Bob Johnson on behalf of Roger Wothe, Secretary.

More Black Hills.....

(Continued from page 5)

great weather, it might be better to head home and stay ahead of the storms. We left about 11:30 and arrived home about 10:45 pm on Monday. The car ran great the whole time; we put on 1400 miles and gas cost us \$448.00. You do the math. Gas averaged \$3.39 to \$3.59 for high octane.

We felt, regardless of the cost, it was absolutely worth it. Jim and Nancy Dowding were extremely gracious hosts, and were at our disposal whenever we had a question. He recommended places to see and places to eat, and was simply outstanding. Jim is a huge advocate for the LCOG Club, and is always looking for new members.

We would highly recommend attending this show next year if you possibly can.

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be visible from below. But after creating the models, siting the sculpture, and developing methods for transferring the image to the mountain and carving the rock, there were long periods during which Borglum's presence was not required. He would often leave his assistants, including his son Lincoln, to supervise the work and then travel. He would go to Washington, D.C. to lobby for more money, and he also traveled around the world, finding and completing other commissions, sculpting a Thomas Paine for Paris and a Woodrow Wilson for Poland, and meeting politicians and celebrities such as Helen Keller. (Helping her feel pieces by his old friend Rodin, he recalled her comment: "Meeting you is like a visit from the gods." He sometimes felt the same way about himself, writing in his journal: "I must see, think, feel and draw in Thor's dimension.") When he returned to the Dakotas, a rock might have been roughly blasted into an egg shape and he would be back to looking over every detail.

Borglum's stubborn insis-

(Continued on page 9)

Eight Annual Whitaker Car Show...

Our 8th Annual Classic Lincoln Car Show at Whitaker Lincoln Mercury in Inver Grove Heights, on Saturday July 21st was just a great display of Lincolns.



How often do you see a 1957 Convertible, much less two?

It was one of those perfect summer days, the weather was in mid 80's, with a breeze, a lot better than the hot day we were expecting. We had twenty-nine beautiful Lincolns to make the day even better. We sure were glad that Chuck Whitaker had his big tent back up for this car show; the shade it generated made it easy to enjoy the July sun. It was good to see so many classic or soon to be classic Lincolns in one place. It looked like many friendships were renewed and new friendships were made, and these friendships are what the car club is about. We never need to have a body off restoration to keep our friendships that we make at these events. Faithie, the Samoyed, who owns Dave and Marion Gustafson and is sort of the club mascot, also was on hand, or should we say "paw" to bestow free

doggie kisses to all who ventured close. She looked very stylish, dressed in her white fur coat and really appreciated Chuck Whitaker's efforts to provide us with some shade. She also made a lot of new friends too.

Our Peoples Choice Award for Best of Show was won by a 1956 Mark II, owned by Jeff Eisenberg, Plymouth. The 2nd place Best of Show was won by a 1970 Continental Sedan, owned by Milt and Mardy Peterson, Rosemont. The 3rd Place award was won by a 1983 Mark VI owned by John Naughter, Maple Wood. The Long Distance Award went to Richard Herman, Anchorage, Alaska, and his 1995, Mark VIII, it is a good thing he also lives in Minnesota.



We had 12 great Lincolns shown for the first time, 1980 Mark VI, John and Dorothy Palmer, Barnum; 1979 Town Car, Bruce Crawford, South St Paul; 1972 Mark IV, Dennis Childs, Welch; 1977 Mark V, George Traficante, Shoreview; 1983 Mark VI, John Naughter, Maplewood; 2002 Blackwood Pickup, Ray and Jeanine Nelson, Princeton; 1970 Continental Sedan, Milt Petersen, Rosemont; 1994 Town Car, Richard Magner, May Township; 1998 Continental, Roald and Rosalee Storvick, Austin; 1974 Continental Sedan, Bob Bucko, Inver Grove Heights, 1979 Mark V, Joe Winter, South St Paul and a 1995 Mark VIII, Richard Herman, Anchorage, Alaska. Our top door prizes a White "Destination Duluth" Sweat shirts were won by Marion Gustafson and Linda Haedtke.

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tence on having things done his way led to numerous confrontations with John Boland, who chaired the executive committee of the Mount Rushmore Commission. His temper and perfectionism caused him to fire his best workmen (who then had to be hired back by Borglum's son Lincoln). Borglum's ambition and hubris motivated him to recreate a landscape in his image (a tableau of prominent white men) rather than for the Native Americans who held the Black Hills sacred. Borglum was stubborn, insistent, temperamental, perfectionist, high-reaching, and proud -- but these were also the characteristics that were required to carve a mountain. Big, brash, almost larger than life, only a man like Gutzon Borglum could have conceived of and created the monument on Mount Rushmore. On March 6, 1941, Borglum died, following complications after surgery. His son finished another season at Rushmore, but left the monument largely in the state of completion it had reached under his father's direction.

From the Internet

More Whitaker....

(Continued from page 8)

We want to thank Chuck Whitaker for the grilled hot dogs and hamburgers: door prizes and for hosting this event at his dealership for the 8th time. Chuck really knows his way around the grill, and if he ever decides to leave the car business, he can take over at Mickey's Diner. Chuck did a terrific job of helping us to enjoy the day.



The Nelson's with their new Lincoln Blackwood, purchased during the show.

We want to thank every one for your efforts for bringing your car to this type of event, it truly is appreciated by others that are not fortunate enough to have that particular model of Lincoln. New Lincolns or older ones, we love them all.

Quad Cities Tour

We began our day at Apple Valley, where some of our members met for breakfast, before hitting the road at 9:00am. Club members included Bob and Mary Johnson, Ray and Jeanine Nelson, Bob and Nanette Roth, John and Dorothy Palmer, Richard Serwat, Karl Flick and David Gustafson.



Karl Flick led the tour in his 1939 Zephyr, at a pace that most of us could barely keep up with. We picked up highway 52 and followed it down to Rochester, make a stop for gas and to stretch the legs. Back in the cars, we continued down 52 through Preston and Harmony, seeing some of the best rolling hill scenery that Southern Minnesota has to offer. Our next stop was in Iowa, stopping at Culver's restaurant in Decorah. After lunch, Karl led us to one of the overlooks South of McGregor, along the Mississippi. It was very impressive. You could literally see for miles up and down the mighty river. A wedding was about to take place, with a decorated arbor overlooking the river. A few of the members posed for pictures. It was neat.

Continuing our journey along 52, we drove to Guttenberg, another very old town down along the Mississippi. We checked out the lock and dam, stretched our legs once again, and filled up with gas. The next leg of our journey took us to Dubuque, where we stopped for an early supper at Hudson's Classic Grill. Of course, with a name like Hudson's, you might expect to see a Hudson somewhere, not to be disappointed, one was in the window. The interior appealed to the car buffs, and as a plus, the food and service were good too.

(Continued on page 10)

Bob Bjorndahl passes...



Bob Bjorndahl
1934 - 2007

It is with sadness that we report the passing of our friend and member, Bob Bjorndahl, on July 7th, 2007. Bob had been battling lung cancer and succumbed to complications following surgery.

Bob was a long time resident of Grant, Minnesota, where he built the family farm, the “Uff Da Achers”.

He is survived by his wife of forty-seven years, Sandra Merriman Bjorndahl, sister, Betty Felix of White Bear Lake, MN; his children Jodi (Curt) Swanson of Minnetonka, Amy (Rick) Keenan of Thrall, Texas, Kirk Bjorndahl of Lago Vista, Texas and Kirsten (Greg) Kawai of South Pasadena, California; and Grandchildren Julia and Tim Swanson and Torin Kawai.

Bob was a graduate of the University of Minnesota Dental School, and practiced for over thirty-eight years in St. Anthony Park, caring for the needs of literally thousands of patients during that time.

He deeply loved the outdoors and he was a lifelong supporter YMCA Camp Widjiwagan, where he began camping as a teen, and his later years served on the Board of Directors. Other interests included his beloved Belgian horses, spending winters in Texas, and traveling in his R.V. A Norwegian through and through, he often celebrated his heritage with lutefisk. Bob proudly served his country as a Navy pilot in the 1950's and continued serving in reserve status achieving the rank of Naval Captain.

Bob was also enamored with Lincolns of all vintage, and of his most recent acquisition, a 1941 Continental Coupe, which provided him with much enjoyment while driving around the Twin Cities.

Bob was a long time member of the Lincoln and Continental Owners Club and the Northstar LCOC. We all enjoyed his presence at our various events and he will be deeply missed by all of us in the Northstar club.

The family prefers memorials to YMCA Camp Widjiwagan, please call 651-645-6605 for additional information.

Quad Cities Continued...

(Continued from page 9)



Bob and Mary Johnson about to renew their vows. I do.. I do.. I do..

Leaving Dubuque, we picked up highway 61 for the remainder of our journey. We passed by the Dubuque Regional Airport, which was out in the middle of a cornfield, reminiscent of the way the Schafer International Airport was several years ago. It

was an easy drive down 61, seeing some pretty lush farmland along the way. Eventually we got to I80, North of Davenport, and followed that East to our headquarters motel, in Le Claire, Iowa. Arriving at the motel, we met up with the other folks from the Lake Shore Region, visiting for a while, and eventually calling it a night.



Hudson's Classic Grill, Dubuque, Iowa

Saturday morning, most of us enjoyed breakfast at the motel, and then with Art Whitmire leading the way, it was off to visit the John Deere Pavilion and Museum. It was very interesting to see some of the items on display that chronicled the great history of the Deere Company. It is hard to imagine how one family could have built the Deere Company into what a large organization that it is today. I made a side trip over to the Rock

(Continued on page 11)

More Quad Cities Tour....

(Continued from page 10)

Island Arsenal, and spent a little time driving around the Island and seeing some of the historic sights. As it is an active military installation, much of it is not accessible, due to security considerations. Still, there are a lot of interesting old homes, one of which, only slightly smaller than the White House, is occupied by the Commanding General of the Arsenal.



Saturday afternoon, we toured the Deere-Butterworth mansion, high on the river bluff, overlooking the city. Kitty-corner is the Deere-Wiman home, which was built for the daughter and son-in-law, which eventually passed to Charles Deere Wiman and his wife, Patti Southall Wiman. Charles became president of Deere in 1928 and remained in charge until his death in 1955. The Deere-Wiman home went into a trust in 1977 upon the passing of Patti Wiman in 1976. The Butterworth mansion is used today as a conference center and is furnished with period pieces and a of few of the original



Deere-Butterworth formal gardens

items from the Deere families. It has been very well maintained and it is a very impressive piece of history.

We next visited a Model T restoration shop, which housed some of Henry's finest examples. T's are what made Ford famous, and it was quite an experience to see the various models on display. Lovingly restored and cared for, these cars, while 100 years old, any of these fine old Fords could be easily started up and driven almost anywhere.



Back to the motel to put the feet up for a short time, then on to dinner at "Sneaky Pete's", a restaurant, with a classic old time western saloon motif. Housed in a building which dates back to the 1830's, it is part of the downtown revitalization effort that is going on in many of the towns along the

Mississippi river. LCOC President Nubs Schactner and his wife drove over from Galesburg, Il, to join us for dinner. And what a fine dinner it was, with plenty of time to visit with good friends and enjoy the meal.



1960 Continental MKV

Sunday, we toured the Ed Veit collection of classic and muscle cars. Housed at two locations, one is primarily older classics from the 30's, 40's and 50's. The other, muscle cars from the '60's and 70's. All of the cars were for sale, while seemingly priced high, you could probably not restore one at the prices they were being offered at.



Filled with good memories, it was time to get back on the road make the leisurely trip back home. Thanks to all who made this tour possible.

Great Automotive Buys...

FOR SALE

1951 Lincoln 4 door Sedan
Restore or for Parts
\$250

Quite Complete, Lost Storage

Dick Lindahl, Spicer, Mn

320-796-5819

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.

WANTED

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

Call Francis Kalvoda, Willmar
320-235-5777

please help me find one

For Sale

1979 Mark V, Bill Blass Edition.
Kentucky car, no rust ever.
Beautiful dark blue full convertible
Style nylon top. Body is white over dark
Blue with new Michelin white stripe tires.
Interior, blue leather with white piping.
A real head turner with only 65,000
miles.

Engine detailed like new, including
Motorcraft battery. Looks new, drive
anywhere, \$9,500.00.

Call Jerry Prettyman
1-888-416-0633 or email:

jpservices@charter.net
Alexandria, MN

FOR SALE

1968 Thunderbird, California Car
429 Engine, Dark Green Exterior
48,000 miles.

Call Dean Carlson

651-645-6568 - 651-271-9022

1963 Continental Convertible

53,000 Miles - Blue with White Top
Very Nice Black Interior
Mostly Original Car, Runs and Drives
very nice. A good number 2 car.
Fairly Priced at \$25,000

Call Rich at 763-422-8165

**NORTHSTAR LCOC
CLUB JACKETS
ARE NOW AVAILABLE, ONCE AGAIN**

Contact Bob Johnson
651-257-1715
email: arborbob41@aol.com

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

For Sale

1953 Lincoln V8 engine. Complete from water pump to flywheel, includes a carb., but no exhaust manifolds. On an engine whipping skid. \$275 or best offer.

1977/79 Mark V or T'Bird Class A Frame mounted trailer hitch \$50 or best offer.

1979 Collector Series Blue leather wrapped Tool Kit. Still in original box. \$450 or best offer.

Collector Series or Diamond Jubilee original wood insert key blanks, pair and uncut. \$100 or best offer.

Numerous Mark III and Mark V parts. Including a Mark III clock, the chromed dash gauge pods for the Mark III, and tail light assemblies for both a Mark III and a Mark V. A complete Mark V A/C Module, for both sides of the firewall. Complete Mark V Dash module and Dash and Glove compartment face plates for Collector Series or Diamond Jubilee Mark V's. They have the unique wood trim that is different from the Standard Mark V's.

Call Ron Fenelon at 320/763-4197 or email at rff8536@gctel.net.

For Sale

46 - 48 Lincoln V12 overdrive transmission, 26 tooth cluster, very good condition, \$650 exchange.

1949-51 Mercury overdrive transmission, very good condition, will fit the V12 motor for open driveshaft changeover. \$500

Transmission mount for this changeover, \$140.

Call Ted Anderson at 763-561-8143

150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Coming Soon! New windshields that fit 1961 through 1963 Continentals.

Please call Gordy Jensen at 952-851-2721

DESTINATION DULUTH

T-Shirts are now available, advertising the 2008 Mid-America Lincoln Meet in Duluth next June. Call Bob Johnson to get yours today. 651-275-1715

For Sale

1972 Lincoln Mark IV
38,000 Miles, All Original, Trophy Winner Gold with Dark Brown Top and Leather As new condition. \$10K or fair offer.
Call Don Pennock 651-488-1596
Cell 651-253-5516

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available

Southwest Metro Location

Contact Connie

952-835-4148

Preview of Coming Events

The following include scheduled club events

August Sunday brunch with the CCCA on August 19th. 11:30AM at the Lafayette Club. Todd Warner will be providing boat rides with his very unique "Hacker Craft"

Western National Meet, Seattle, Washington, August 9-12, 2007

September Annual Region Picnic, 11:30AM, Sunday, September 16th.
Morrie's special events center, Highway 12, just west of Long Lake.

October Fall Car Show planned for North Country Ford Lincoln Mercury, Coon Rapids. More details to follow in September issue. October 6th which is the first Saturday in October. 10:00AM to 3:00PM

November Year end brunch, Al Bakers, Eagan, MN. Sunday, November 11th, at 11:30AM

December No events planned, time to regroup and to make plans for the holidays and 2008.

If you have a special place that you would like the club to visit or that unique restaurant, please let us know. We will start making plans for 2008, and we need your help to find new experiences for the club. We need your help to make the club even better and more fun.

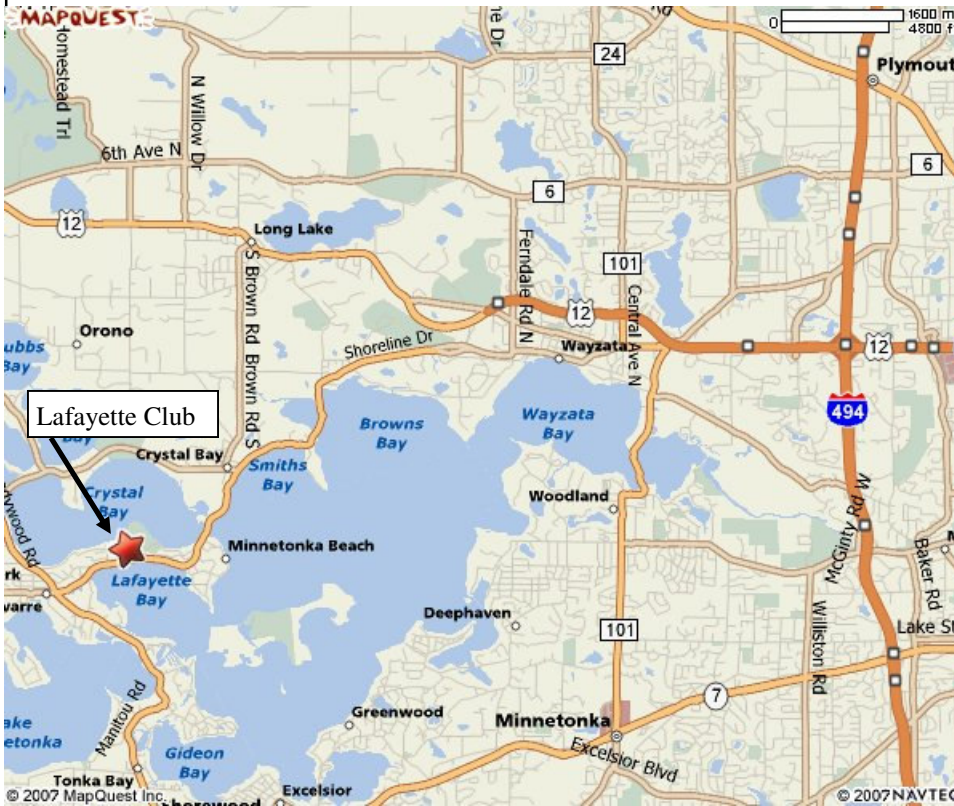
BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE
NORTHSTAR LCOC WEB SITE.

www.northstarlloc.org Click on publications.

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

Northstar LCOC Featured Summer Events

Northstar LCOC and CCCA Brunch at Lafayette Club



Circle Sunday August 19th on your calendar. 11:30AM is the time. We will meet at the Lafayette Club in Wayzata and sample the famous wares the Lafayette offers. Joining us will be our friends from the CCCA. After brunch, Todd Warner will be hosting rides aboard a very unique 55 ft, 1937 mahogany commuter yacht, designed by John Hacker. Tickets for this exclusive event are \$35 per person, and must be purchased in advance. Reservation deadline is

August 6th, no exceptions. Please mail your check to Bob Gavrilescu, 1520 Chelsea Street, St. Paul, MN 55108.

Highway 12 to Wayzata, then take Highway 15 about 5 miles West to Westwood Road. The Lafayette Club sign is on the right, across from St. Martin's Church. Turn right onto Westwood, curve to the left behind the Church, and take the first right onto Northview Road.

We will see you there....

Willmar Car Buffs Breakfasts Return Again For 2007

Our friends over in Willmar have invited us once again to attend their car club breakfasts over in the Willmar area. An easy drive from the Twin Cities, it is a great way to spend a Saturday morning. Here is their schedule for 2007.

- August 4th. Bootleggers, 1940 11th Avenue, Granite Falls, MN 9:00am
- Sept 1st. Max's Bar and Grill, 2425 Highway 212 West, Olivia, MN 9:00am
- Oct 6th. Happy Hour Sports Bar, 218 5th Ave, Madison, MN 9:00am
- Nov 3rd. West Central Industries, 1300 22nd St SW, Willmar, MN 9:00am

Contact Francis Kalvoda for more information.

Northstar LCOC Featured Summer Events

PRIOR LAKE'S "ROLL IN" CLASSIC CAR SPECTACULAR

Downtown Prior Lake on Main Street

Every Friday evening between 5:00pm and 9:00pm

Directions: Main street is located one block west of the intersection of highway 13 and County Road 21, also known as 185th street. Open to all classic, special interest, street rods, customs, any vehicles that are at least 20 years old or older.

2007 Historic Hastings Saturday Night Cruise-In

Downtown Hastings on Second Street

June 2nd and every other Saturday through September. 5:00pm through 10:00pm

Saturday Night Cruise-ins are open to all cars 1976 and older. We have many special events planned throughout the summer. There will be sponsor giveaways, special nightly vendors and more. Food will be available both on the street and in local restaurants. There will be great looking event t-shirts for sale. There will be weekly prize giveaways, Car Club of the Night, Music, Cable TV interviews, etc.

FALL NORTHSTAR LCOC PICNIC PLANS SET

Our annual fall Northstar Picnic will be held on Sunday, September 16th, at a new location.

Roger Wothe has made arrangements with Morrie Wagener to use his multi-purpose facility located slightly west of Long Lake on Highway 12. Morrie Wagener is very well known in the Twin City automobile business, operating many dealerships under the "Morries" name.

As always, we will meet about 11:30AM for some serious examination of club members Lincolns and our picnic lunch will be served about 12:30PM.

The festivities will include drawing for door prizes and an auction to help raise money for future club activities. There will more details and directions in the September issue.

Northstar LCOC and CCCA Brunch at Lafayette Club

Circle Sunday August 19th on your calendar. 11:30AM is the time. We will meet at the Lafayette Club in Wayzata and sample the famous wares the Lafayette offers. Joining us will be our friends from the CCCA. After brunch, Todd Warner will be hosting rides aboard a very unique 55 ft, 1937 mahogany commuter yacht, designed by John Hacker. Tickets for this exclusive event are \$35 per person, and must be purchased in advance. Reservation deadline is August 6th, no exceptions. Please mail your check to Bob Gavrilesco, 1520 Chelsea Street, St. Paul, MN 55108.