

NORTHSTAR NEWS

2018 LCOC Mid-America



Picture perfect classic Lincolns: 1927 Model L, Judkins Opera Coupe, owned by Tony Russo, Collegetville, Pennsylvania; 1928 Model L Dual Cowl Phaeton, owned by Jeff and Becky Schreiner, Mondovi, Wisconsin; and a 1937 LeBaron Coupe, owned by Tom and Gunta Brace, Falcon Heights, Minnesota. True classics by any measure.

Over the years, the North Star Region has hosted six LCOC Mid-America meets — and with six meets under our collective belts, things just keep getting better and better. Geezerhood will do this to you every time.

Everything worked well to provide our members with the best possible experience. This was not by accident. Some 18 months before the show, planning began by the North Star board. Tours were made to a number of available venues, interviews were conducted and, eventually, the Marriott West, in St. Louis Park, was selected as the most qualified to meet our needs. Hosting a car show is not an easy task. The host hotel must project a warm, inviting feeling for our members. The rooms must be of good quality and the food service must be really good. Adequate parking is necessary, and a show field needs to be immediately available to the hotel for the LCOC traditional judged meet, Saturday of the meet. The Marriott easily exceeded our expectations in all respects. We could not have found a better hotel to work with. Over the 18 months, our veteran “meet put-er-on-er,” Bob Johnson, created a number of Excel sheets; which showed “best guesses” of the numbers of cars and members who might attend. With the estimates of attendees, Bob went to the hotel and began working out the details of the four day event. Numbers were furnished to the hotel; which included the number of rooms over the four days, evening meals for the Wednesday night welcoming, the Thursday and Friday night buffets and the Saturday night awards dinner.

Early this spring, Matt Foley, our North Star Treasurer, took on the duties of processing meet registrations. As people signed up for the meet, numbers were compared with the estimates and as time moved on, “hard numbers” were substituted for “best guesses,” and Bob Johnson worked closely with the Marriott folks to firm up the final numbers for the “really big show.”

As our members are fond of touring and eating, it was decided that we would do two rela-

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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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Trivia from the Internet



**Neil Armstrong
American Hero
and Astronaut
1930 - 2012**

Neil Alden Armstrong was born Aug. 5, 1930, in the small town of Wapakoneta, Ohio, to Stephen Armstrong and the former Viola Louise Engel. His father was a state auditor; which meant the family moved every few years to a new Ohio town while Neil was growing up. At the age of 6, Neil and his father took a ride in a Ford Tri-Motor airplane, known as the Tin Goose. It must have made an impression, for, by the time he was 15, he had learned to fly, even before he got his driver's license.

Neil became an Eagle Scout when the family later moved back to Wapakoneta,

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Editors Message

Gentle readers.... And a good time was had by all. The LCOC 2018 Mid-America hosted by the North Star Region was, by all measure, very successful. For most productions, success is very often measured by the amount of money left over in the checking account when everyone has gone home, and all of the bills have been paid.

Our Region looks at things a bit differently. We believe that the most important goal of any meet should be that at the conclusion of the activities, those who came and participated should go home feeling good about the experiences they had over the four days of the meet. For us, the experience is more important than the bottom line.

From the Wednesday evening welcoming reception, through the awards dinner, Saturday evening, it was four days of nonstop fun and excitement for those who came from near and far. Things went well with a minimum of fuss and bother. Thanks to Roger Wothe and Bob Roth, our Thursday tour to Morries and our Friday tour to Veit auto museum went smoothly with no one getting lost along the way. Directions were given out and people were placed at strategic locations along the way with large arrow signs pointing those on the tour to the ultimate destination.

Those who went on the tours were overwhelmed with the depth of both collections. Morries is always a favorite with North Star members, but those visiting for the first time were really taken aback by the sheer numbers of the quality and uniqueness of the automobiles on display. It was interesting to stand back and watch

our members work their way through the museum. Many would gaze wistfully at a certain car and you could almost guess what they were thinking about. That particular place in time when they had some sort of connection with what they were looking at. Perhaps it was a car that their father once owned, maybe it recalled the time when they first saw a T-Bird or Corvette for the first time. But, what I am sure of, is that there is a car in Morrie's collection that represents a good memory for those who passed through. Saturday was the big day for those who were presenting their classic Lincolns for judging. It was a warm day, but there was a slight breeze; which eased the pain a little.

Sweet Olga came with me and stayed the day to meet and greet those who stopped by to say hello to her. She now has quite a list of new friends, and I think that she was impressed by all the attention she

received at the show.

It is all about the memories, and those who came went home with a lot of very good ones.

I want to thank all of our hardworking North Star members who have graciously volunteered their time in support of the clubs activities. Your contributions have been greatly appreciated by all who came to the Mid-America meet. And I would also like to thank John Walcek and Jay White for their hard work with their beloved Nikon's to get me some good images for our newsletter. You are true artists!

Until next month, David and the Very Sweet Olga, the Samoyed.



Sweet Olga with her dad at the 2018 LCOC Mid-America show this past July. She made a special appearance on Saturday. In spite of the warm temperatures, she was very happy to meet so many of the nice people that stopped by to exchange greetings with her. She thought this was fun and wants to do it again next year.

*Directors Message by Bob Johnson August 2018**(Continued from page 2)*

where he finished high school. (The town now has a museum named for Mr. Armstrong.) From there, he went to Purdue University as an engineering student on a Navy scholarship. His college years were interrupted by the Korean War, in which Mr. Armstrong was a Navy fighter pilot who flew 78 combat missions, one in which he was forced to eject after the plane lost one of its ailerons, the hinged flight-control panels on the wings. In "First Man: The Life of Neil Armstrong," James R. Hansen wrote that in Mr. Armstrong's first year at Purdue, Charles E. Yeager broke the sound barrier in the rocket-powered Bell X-1. It was exciting but bittersweet for the young student. He thought aviation history had already passed him by. "All in all, for someone who was immersed in, fascinated by and dedicated to flight," Mr. Armstrong told his biographer, "I was disappointed by the wrinkle in history that had brought me along one generation late. I had missed all the great times and adventures in flight."

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The 2018 Mid-America National Meet we hosted at the Marriott hotel in St. Louis Park, on July 11-15, 2018 was a huge success in every respect. The weather Saturday, July 14, was very hot and sunny, and the hard rain of Thursday was in the past. We had 85 Lincolns with 27 in the Exhibition class, I mention this because we enjoy all Lincolns — not just the trophy winners. Tom and Gunta Brace won the Elliston H. Bell, Founder's Trophy for the Best Lincoln at our Show with a 1937 Lincoln L Judkins Coupe. A complete list of North Star award winners will be elsewhere in the newsletter. We had 162 persons register for this meet. The members of the North Star Region should be very proud of the job and effort put in by key members of the region such as: Roger Wothe, Tour to Morries, Bob Roth Tour to Veit's, Dave Gustafson Meet Booklets and all meet printing, and *Particularly all the wives for putting up with our continued fusing over our Lincoln's.*

Our host hotel, the Marriott West, did the best job of any hotel I have ever worked with. The Sales Manager, Patrick Riley, and his staff were gracious, helpful and did everything they could to make our stay the best. The food was great — especially the Friday Night barbecue.

From what I heard from attendees, they enjoyed the Twin City area and had fun, good times, great fellowship and many fantastic memories. Again, to our North Star Region members a job well done, Thank you.

We were honored to get two new members to join LCOC for this meet. Lou Cosentino, of Excelsior; who owns a 1932 Lincoln KB, Sport Phaeton, made an appearance Saturday morning and Tony Karsnia; who has a 1996 Town Car Hearse and was able to drive on Tour to Morries Classic Collection, plus he won a 1900s decade touring award. Jay White was able to get three slab side convertibles to come and visit our show and they are in the process of also joining LCOC.

Our August event will be our North Star Region, 16th Annual Classic Lincoln Out State Car Show, at the Almelund 62 Annual Threshing Show Saturday, August 11, 10 a.m. to 2 p.m. This will be a three day event if you want with camping sites available at \$10 a night — call Sue Greenley at 612-598-1838. The gate fee is \$20 for all three days or \$10 a day per person. There will be 300 to 500 classic tractors on display. All Tractors and automobiles that are 1957 or older are welcome. Newer automobiles will not be allowed to exhibit during the show — so drive your old Lincoln to this show. For more information go to www.almelundthreshingco.org.

While the Mid-America is over, there are still some activities remaining for the rest of the year for our North Star membership to participate in. Check out our last two pages for what is coming next. Come join in the fun and fellowship you will be glad you did.

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

Bob and Mary Johnson...

Board Of Directors - 2018

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@comcast.net	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(612)559-3219	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
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 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. email: davidwgustafson@att.net

2018 Mid-America (continued)

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tively short road trips.

The first one would be to see Morries Automotive Collection in Long Lake. This was an easy choice to make. Our members are all about cars and Morrie has one of the largest and best collections of automobiles in the Midwest, bar none. After spending two plus hours at Morries, we would caravan over to the Medina Event Center for lunch. After sampling some good food, members on the tour would be free to return to the hotel, perhaps run through mechanical judging or just have some free time to explore the Twin Cities area.

The second tour, Friday, would be up to the Monticello area to see the Veit Museum. Veit's is off the beaten path and is located on 500 acres of heavily wooded land. It features a long drive on a narrow road; which is nestled in the trees. The museum is centered around hot rods, some vintage Chevrolets and a lot of eye catching stuff, like gas pumps, signs and other very interesting things to catch one's fancy. Veit's has a pavilion on their site, so lunch from Subway would be brought in. As with Thursday, the afternoon would be free for our members to enjoy on their own. Our board was fairly certain that this meet would go well.

Registration began Wednesday, shortly after noon in a temporary room, just off the hotel lobby. As a few folks came in Tuesday, there was a small line forming to pick up meet packets. The excitement was building. Later in the afternoon, things were moved upstairs to room 626; which served as the North Star hospitality room and registration center. Ice chests were brought in and filled with a wide assortment of cold drinks. Additionally, a run to Costco was made and bags of chips were made available along with a very large platter of some good cookies. Throughout the meet, much of our membership visited the hospitality room at various times to have a "cold one" and spend some time catching up with both old and new LCOC friends. In addition to our

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A very beautiful Auburn Cabriolet on display at Morries

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During the Korean War, Mr. Armstrong was in the unit that the author James A. Michener wrote of in "The Bridges at Toko-Ri." Back at Purdue after the Navy, Mr. Armstrong plunged more earnestly into aeronautical engineering studies, his grades rising and a career in sight.

By this time, he had also met Janet Elizabeth Shearon, a student in home economics from Evanston, Illinois Soon after his graduation, they were married, in January 1956. The newlyweds moved to California, where Mr. Armstrong had been hired as an experimental test pilot for the National Advisory Committee on Aeronautics, the forerunner of the National Aeronautics and Space Administration, at Edwards Air Force Base. His first flight in a rocket plane was in the Bell X-1B, a successor to the plane Mr. Yeager had first flown faster than the speed of sound.

Mr. Armstrong impressed his peers.

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

July 5, 2018

Regional Director, Bob Johnson, called the meeting to order at 6:40 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Larry Saase and Roger Wothe. Other Regional members present were Mary Johnson and Barb Wothe. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Activities Director, Jay White, announced that there have been 111 "like" responses to his Lincoln Face book blog. He has found some interest by suicide doors and slab-side owners in Lincolns. He is searching for some way to have them become interested in the North Star Region of L.C.O.C.

Regional Director, Bob Johnson, reported that at this time there have been 91 registrations, 169 attendees and 83 cars participating in the 2018 Mid-America Meet. There have been two hundred five rooms reserved. He also mentioned that members Paul Andahl and John Palmer will be acting as roving ambassadors during the Meet.

Treasurer, Matt Foley, reported the treasury balance to be \$2,597.70 with all bills paid. The Meet funds collected are not included in the treasury balance.

Membership and Publications Director, Dave Gustafson, still needs more "My Pride and Joy" articles.

There being no further business the meeting was adjourned at 7:50 p.m... The next Board meeting will be held at Bloomington Lincoln Thursday, August 2, at 6:30 p.m.

Respectfully submitted by Secretary Roger Wothe.

More Mid-America

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Milt Thompson, one of the test pilots, said he was "the most technically capable of the early X-15 pilots." Another colleague, Bill Dana, said he "had a mind that absorbed things like a sponge and a memory that remembered them as a photograph." He made seven X-15 flights at 4,000 miles per hour, reaching the edge of space, and piloted many more of the most innovative and dangerous aircraft ever developed.

In 1958, Mr. Armstrong was chosen as a consultant for a military space plane project, the X-20 Dyna-Soar, and was later named one of the pilots. But the young test pilot was attracted by another opportunity. NASA was receiving applications for the second group of astronauts, after the Mercury Seven. His reputation after seven years at the NASA flight center at Edwards had preceded him, and so he was tapped for the astronaut corps.

"I thought the attractions of being an astronaut were actu-

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Barb Wothe pointing us in the right direction.

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hospitality room, the hotel had a number of spaces strategically located on the first floor where our members could come inside out of the heat and visit for a while with others. Kip's restaurant and bar also was a fine haven for our LCOC folks to exchange ideas over a cold beverage. Continuously, through out the four days, it was interesting to note just how many of our members spent their time in small groups, renewing old friendships, making some new ones and generally having a great time discussing various aspects of how great our club is.

Thursday, we were off and running, assembling in the parking lot, everyone getting lined up for the tour to Morries. At 9:30 a.m., the procession began. We traveled over a somewhat circuitous route, designed by Roger Wothe, to provide the best opportunity to keep most of the caravan together during our journey from the hotel in St. Louis Park to Morries Museum in Long Lake. There was a mix of both old and new Lincolns on the tour, along with a few other brands. Due to the very warm temperatures and the high humidity, we can understand why some of our members would choose a bit of comfort for their journey. Roger thoughtfully made up some "arrow signs," which he and his long suffering wife, Barb, displayed at key points, making sure no one lost their way. Our thanks to both Roger and Barb for their organization abilities to make sure that the tour went off without a hitch.

Arriving at Morries, we were warmly greeted by their friendly and very knowledgeable staff; who were very quick to provide answers to whatever questions our members had regarding any of some 360 interesting cars in the collection. For those who have not been to Morries, it is a somewhat eclectic grouping of vehicles, ranging in age from the early 1900s all the way to some manufactured in the past decade. There is literally some-



John Walcek, Stu Cohen, Dave Bradley and Tony Russo

thing for everyone. Most all of the U.S. automobile firms are represented here, along with some of the foreign companies too. The bulk of the collection ranges from the 1930s through the 1960s. For those who like the classics, there is the easily remembered favored three, Cord, Auburn

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Meet Coverage Continued...

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ally, not so much the moon, but flying in a completely new medium," Mr. Armstrong told his biographer. At Houston, the new astronaut began training for flights in the two-person Gemini spacecraft, the successor to the smaller Mercury capsules and forerunner to the three-person Apollos. Mr. Armstrong became the first American civilian astronaut to fly in space, as commander of Gemini 8. He and his co-pilot, David R. Scott, were launched March 16, 1966. They performed the first successful docking of two vehicles in space, their Gemini linking with an unmanned Agena in an essential test for later operations on lunar flights.

Once docked, however, the joined spacecraft began to roll. Attempts to steady the vehicle were unavailing. On instructions from Mission Control, Mr. Armstrong separated Gemini from the Agena, but the rolling only increased, to the point that the astronauts were in danger of passing out. The problem was evidently in the Gemini itself. The astronauts turned the con-

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and Duesenberg. Cord is particularly well represented, with a number of these classic, supercharged, front wheel drive cars on display. The Cord, which reached its highpoint in the mid-thirties, featured styling of a timeless nature and still looks beautiful today. Will we be able to say that about today's Honda's and Nissan's in eighty years? Time will tell, but most of us, deep down in our hearts, already know the answer.

Morries is not just about beautiful cars; they also have a lot of other very interesting stuff under their extremely large roof. Festooning the walls are large dealer signs and other types of advertising, extolling the virtues of the various manufacturers finest offerings. Your mind is always at the point of overload trying to take in and process what you see. Gas pumps of all types, shapes, and sizes are scattered throughout the collection. They are very ornate and most beautiful in design. They are in no way related to what you might find when you stop by Costco, insert your Visa card and fill the tank yourself. It is a real treat to look at one of these fine examples from yesteryear and muse about what life was in the 1930s. Genuinely a different time and a different place. Perhaps, not such a bad time or place either. Unlike a lot of other collections, guests at Morries can get right up close to the cars and other items on display. In most cases, you can fully circle the vehicles and look right in the windows to satisfy your curiosity about what the inside might look like. Visitors are asked not to open any doors, trunks or hoods; which as owners of older cars, we fully understand this request. All of the cars in the collection are fully operational. Every one receives regular service and when fitted with a fully charged battery, can be started up and driven. To keep these many vehicles in this condition is truly amazing and a real tribute to the dedication of the owner, Morrie Wagener and his highly qualified staff.

After leaving Morries, we all caravanned about four plus miles to the Medina Event Center, where we were served a very nice buffet style lunch. We were fortunate enough to have a private room, with large circular tables; which provided a great opportunity for visiting and exchanging impressions about what we had just experienced at Morries. Most took their time with lunch and a few went back for seconds. The food was really good and more than met the expectations of our hungry members. This was definitely not an eat and run event. Folks just didn't want to leave; there was just too much good conversation going on.

After lunch, you were on your own to either return back to the hotel, visit one of the many shopping centers in the Twin Cities, or take in some of the interesting sights unique to our area. A few came back and went through the mechanical judging process, a pre-requisite to the more formal conformation type judging Saturday. More than one LCOC member went back to their hotel room and had a nice afternoon nap — a not so bad idea after that very fine lunch. Others visited the hospitality room (626) for some cheer and conversation with meet attendees. If you didn't mind the heat, there were tables and chairs out on a large deck; which proved popular for many.

At six o'clock, everyone gathered downstairs for happy hour; which led in to the Italian themed buffet opened up for eager eaters at 7 p.m. The food was good and most really filled up their plates and dug right in. Nice Lincolns and great food are the key elements to a successful LCOC event.

After the buffet, we heard from a representative from Hagerty Insurance Company, one of our advertisers/sponsors and a long time insurance provider for a great many of our members. Brent Urbanavage of Hagerty spoke to us about the goals of their firm and did a short question and answer session afterward. He was available afterward to answer any specific questions that our members might have had and to learn a little more about the Lincoln and Continental Club in general. We do appreciate Hagerty's interest in our club and their overall responsiveness to our needs.



John Walcek, Jeannie Talbourdet, Dennis and Louise Garrett at Morries.

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Mid-America Continued

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trol thrusters off, switching to the re-entry control system. Stability was restored, but once the re-entry propulsion was activated, the crew was told to prepare to come home before the end of their only day in orbit.

Next, Mr. Armstrong was the backup commander for Apollo 8, the first flight to circumnavigate the moon, doing so at Christmas-time in 1968. It was the mission that put Apollo back on track after a cockpit fire during a launching pad rehearsal had killed three astronauts in January 1967. And it put Mr. Armstrong in position to command Apollo 11. If everything went well with the lunar module test on Apollo 9 and with a shakedown flight to lunar orbit on Apollo 10, then Mr. Armstrong was in line to land on the moon with Buzz Aldrin and with Michael Collins as the command module pilot. As the commander, NASA officials decided, Mr. Armstrong would be the first to walk on the moon.

About six and a half hours after the landing, Mr. Armstrong opened the hatch of the four-

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Thursday evening, there was a lot of conversation about the many Lincolns already outside in the parking lot. More than a few for the first time. Later in the evening, member interaction continued on throughout the hotel lobby, Kip's and up in the sixth floor hospitality room, — a great place to socialize.

For more than a few, Friday morning came a bit too early. After a good breakfast at the hotel, our members ready to embark on another day of touring. Bob Roth did an admirable job of planning out our tour to the Veit Museum located in Wright County, North of Buffalo and West of Monticello — sort of in the middle of nowhere.

Bob Roth got us there without any fuss or bother. The Veit Museum is located on 500 acres of beautiful land. There is a long drive over a narrow, paved road, up to a long hill, much of it through heavy woods. It is very picturesque, and along the drive, and in the woods are a number of old vehicles, parked just off the road. They look like they may be sleeping, but they are very slowly rusting away, awaiting nature to reclaim her precious metals once again.



A classic Lincoln and a beautiful horse sculpted out of valve covers at the Veit Museum. How about one of these in your front yard?



The Veit Museum is another interesting collection, showing off the special interests of the Veit family. There presently are several buildings, just jammed packed with a lot of very interesting things to look at. In the main building, there is a lot of what you might call automobile memorabilia spread throughout. Gas pumps, various types of illuminated signs are hung from the ceiling and mounted on the walls. There are also a number of "hot rods" on display, most of which are from the 1930s and 1940s. Lots of General Motors stuff, including a number of Corvettes, and a few other cars. An interesting custom 1957 Chevrolet, featuring 2 doors on the passenger's side and a single door on the driver's side. At first blush, it looks fairly normal, but after looking at both sides for a while, one begins to realize that something is very different. It is a car that, for a custom is very well done and nicely finished in all respects. One of my favorite cars in the collection is a 1949 Oldsmobile Super Eighty-Eight. It is a gray two-door fast back sedan and it is a car even a Lincoln collector might like to have in their garage.

In another building on-site, there is a very well-equipped shop with a nice heavy duty lift installed. On the lift was a very classy looking Duesenberg dual cowl four door phaeton. Absolutely perfect in all respects — it was quite obvious that many, many hours and a lot of money to get this fine car to where it is today. I think that it may be a 1932 model, I looked at the period license plate, but I just can't remember the exact date. I would expect this car to do very well at any of the national venues that it entered in. People have told me that Duesen

Coverage of Mid-America Continues

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legged lunar module and slowly made his way down the ladder to the lunar surface. A television camera followed his every step for all the world to see. A crater near the landing site is named in Mr. Armstrong's honor.

Mr. Armstrong and Colonel Aldrin left a plaque on the moon that read: "Here men from the planet Earth first set foot upon the moon. July 1969 A.D. We came in peace for all mankind."



After leaving the space program, Mr. Armstrong was careful to do nothing to tarnish that image or achievement. Though he traveled and gave speeches — as he did in October 2007, when he dedicated the new Neil Armstrong Hall of Engineering at Purdue — he rarely gave interviews and avoided the spotlight.

In the biography "First Man," Dr. Hansen noted, "Everyone

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Veit's 1932 Dual Cowl Duesenberg, a true classic.

bergs are not particularly the easiest cars to drive, but this very impressive automobile would make a statement where ever it goes, driven or trailered to a show. Even just parked, it is a wonderful sight to behold. A true work of art. Veit's are constructing a new building to make room for more acquisitions and to spread out their existing collection to make it more accessible to the visiting public. It was hoped that it would have been finished for our visit, but various

sorts of delays have pushed back the completion date for another six to eight months.

On the Veit property, close to the museum, there is an out door pavilion. It is in a shaded area and covered, so the direct rays of the summertime sun did not hit us directly. Additionally, there were large fans installed to create a nice breeze. Bob Johnson and Matt Foley arranged for a run to a nearby Subway shop to pick up lunch, lots of sandwiches and chips, perfect to top off the tummy for another few hours. Another great place for lunch, more chances to visit with other members, refresh some old friendships and make a few new ones. In many respects, this is really what our fine club is today. The Lincolns bring us together, and the social aspects are the proverbial icing on the cake.

Again, after lunch, we were on our own for the afternoon. A few ventured out for a few hours of exploring the great Minnesota countryside, maybe doing some shopping. Many went back to the hotel to run their Lincolns through mechanical judging and doing a last minute cleanup to make that classic sparkle like new for Saturday. A few of us made it up to the hospitality suite to do some more serious visiting and exchanging ideas for possible future activities for both the North Star Region and the LCOC. Your editor is a director-at-large and also involved with the publication of Continental Comments, and I really love to sample opinions of our members to get some fresh ideas that we can use to improve the club over the next few years. It is your club, and we really appreciate your feedback on how we are doing. We want to do our best for you, so let us know, good or bad, what you like and what you don't like.

Friday evening, beginning at 6 p.m. was the customary social hour, getting everyone psyched up for the evening buffet at 7 p.m. It was a good barbecue style buffet, which had a nice variety of items to choose from. It was noticed that there were many of our members who walked away from the serving lines with plates heaping. Our members know their Lincolns, and they definitely know how to eat. But it was good.

After dinner, the auction was held. Tony Russo, from Collegeville, Pennsylvania served as the auctioneer for the evening. He was ably assisted by Bob Gavrilescu and Tom Brace. Matt and Katie Foley signed up the bidders and kept track of what was sold, the price and who owed what. It went very smoothly, and there were some nice items presented for sale. Most went for reasonable amounts. Your editor, who needs more books like a trip to China, went home with a couple that he just could not resist. Francis Kalvoda bought a bunch of parts for a 1956 Premiere. Most of which was chrome trim pieces. He does have a 56 Premiere, and he

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One of the many fine gas pumps on display in the Veit Museum.

More 2018 Mid-America

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 gives Neil the greatest credit for not trying to take advantage of his fame, not like other astronauts have done.” To which Janet Armstrong responded: “Yes, but look what it’s done to him inside. He feels guilty that he got all the acclaim for an effort of tens of thousands of people.” Then she added: “He’s certainly led an interesting life. But he took it too seriously to heart.”

For a time, he was an associate NASA administrator for aeronautics, but he tired of a Washington desk job. Ignoring many high-level offers in business and academia, he returned to Ohio as a professor of aeronautical engineering at the University of Cincinnati and bought a farm near Lebanon, Ohio. He also served as a director for several corporations. Mr. Armstrong re-entered the public spotlight to voice sharp disagreement with President Obama for canceling NASA’s program to send astronauts back to the moon. Later, he testified to a Senate committee, expressing skepticism that the approach of relying on commercial companies

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purchased the items for about one-tenth the price of rechroming the same parts. The ever cheerful Francis went home very pleased with his purchases.

There was the traditional 50-50 lottery drawing Friday night. Donna Nelson, Jeanine Nelson, Sharon Flick, Joanie Videen along with Barb and Roger Wothe mastered the difficult art of selling the 50-50 tickets. Sales for both Friday and Saturday night were over the top with the Friday night winning ticket sold to Debbie Wessel, of Springfield, Missouri. Her ticket was worth \$325 and Debbie donated \$100 back to the North Star Region. Saturday night, the winning 50-50 ticket was worth \$315 and that amount went to Randy Bohannon of Tacoma, Washington. Well done everyone.

The big event — the one we were all waiting for was the Lincoln judged meet Saturday. All those who were presenting Lincolns were up bright and early, making sure their much-loved Lincoln looked its very best for the judging teams that were to begin making their rounds from car to car at 10 a.m. sharp. It was a very warm day, with temperatures making their way up to the mid-90s by noon. In spite of the heat and humidity, the judges worked their way through the rows of cars completing their duties before 3 p.m. Early Saturday morning, I went over to the boarding kennel at Prior Lake and picked up Sweet Olga. Olga and I went home, grabbed some breakfast and made our way up to the hotel for the day’s ac-



Deb Andahl and Dorothy Palmer — Girls just got to have fun!



The big question, were they here to show the 1927 Judkins coupe, or were they here to play golf. David Bradley and Tony Russo.

tivities. Olga and I found a spot of shade and set up chairs to visit with the folks who came by to visit with Olga and I. Also spending time with Olga and I Saturday were my brother-in-law and his wife, Harvey and Judy Burski; who live near Duluth. They have been members of the club for some time and came down for a few days to escape the bitterly cold temperatures of Duluth. We had a delightful time during the day, finding the best places for shade and visiting with our members who came by to say hello. We eventually found our way over to the north entrance of the hotel; which blocked us from the direct rays of the sun. Olga enjoyed the day meeting and greeting and getting more than her daily share of attention from her many fans.

There were a few custom slab sided Lincolns that were brought over by potential members at the invitation of Jay White. The caliber of work was very, very good and are an example of what modifications can be made to a Lincoln to make it more appealing to the needs of a younger generation. While many in our club would look upon heavily modified vehicles as being sacrilegious, many such changes are completely reversible if the car needs to be restored to factory specifications.

The oldest car exhibited was Tony Russo’s 1927 Lincoln model L, Judkins Opera Coupe. It is a very fine car and runs and drives as good as it looks. Jeff and Becky Schreiner of Mondovi, Wisconsin showed their equally fine 1928 Model L, Dual Cowl four door phaeton. We also had six Continentals from the 1940s, including the 80 percent finished 1942 Custom Conti-

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More Mid-America

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would succeed.

In September 2011, Mr. Armstrong testified to a House committee that NASA “must find ways of restoring hope and confidence to a confused and disconsolate workforce.”

Neil Armstrong died August 25, 2012, at the age of 82.

Almost as soon as the news of his death was announced, there was an outpouring of well wishes and fond memorials on websites and social media, a reflection of the extraordinary public acclaim that came to a very private man.

“As much as Neil cherished his privacy, he always appreciated the expressions of goodwill from people around the world and from all walks of life,” his family said. “While we mourn the loss of a very good man, we also celebrate his remarkable life and hope that it serves as an example to young people around the world to work hard to make their dreams come true, to be willing to explore and push the limits, and to selflessly serve a cause greater than themselves.”

His family said in a statement that the

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mental owned by Roger Wothe, Wayzata, Minnesota. It is beautifully finished and we are all very anxious to see it completed. One of the best known Continental Cabriolets ever was presented in the Exhibition class. This 1941 Continental is very proudly owned by Harvey and Faythe Oberg, of Woodbury, Minnesota. The Harvey and Faythe are very proud of the fact that it has been very widely shown over the years and has been owner driven, over long distances to every meet where it has made an appearance.

There were also five Mark IIs on the showfield. These are wonderful cars and along with the 1940-41 Continentals are widely regarded as being among the best designed cars of the 20th century. Their owners should be very proud of owning one of these beautiful cars.

John Naughter, of Maplewood, Minnesota showed five Lincolns, four 1979 models, and a 1983 Mark VI, a one person record for displaying the most Lincolns. All very nice cars that would look well in anyone’s garage.

As of this writing, we do not have a copy of the award winners. If we receive it before publication, we will do our best to incorporate into this newsletter. Our Region, as a whole, did quite well, winning



Katie and Matt Foley. Their first time at an LCOC meet with their Mark II, one of five on the showfield. We hope to see more of this Mark.



John and Dorothy Palmer’s Mark IV

Sunday morning was busy with people out in the back lot posing with their cars for pictures taken by our great photographer John Walcek. I am guessing that a few of these fine Lincolns will find their way to a forthcoming cover of Continental Comments. Our new editor of Continental Comments, Jeff Shively spent much of his time at the meet visiting with our membership and building up his inventory of future stories for Comments. We look for great stories coming up in future issues.

It was a bit on the sad side, however, as all the excitement and joy of the 2018

many of the senior awards.

The awards dinner, Saturday evening, was a fine event. The plated dinner was very good, with choices of fish, chicken or steak. The guests reported that the dinner was as good as any. I had the steak; which I enjoyed very much. After dinner, was the awards presentation. It was well organized and went quickly. A lot of folks, including our own Tom Brace (who won the much coveted Bell trophy) went home with some nice awards and should be very, very proud of winning these awards.



The Videen’s having non-stop fun.

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cause was "complications resulting from cardiovascular procedures." He had undergone heart bypass surgery this month in Cincinnati, near where he lived. His recovery had been going well, according to those who spoke with him after the surgery, and his death came as a surprise to many close to him, including his fellow Apollo astronauts.

Charles F. Bolden Jr., the current NASA administrator, said, "As long as there are history books, Neil Armstrong will be included in them, remembered for taking humankind's first small step on a world beyond our own." Mr. Bolden also noted that in the years after the moonwalk, Mr. Armstrong "carried himself with a grace and humility that was an example to us all."

"All in all, for someone who was immersed in, fascinated by and dedicated to flight," Mr. Armstrong told his biographer, "I was disappointed by the wrinkle in history that had brought me along one generation late. I had missed all the great times and adventures in flight."

2018 Mid-America

(Continued from page 11)

Mid-America is over. We will find our way home and be content with some great memories of fine cars and the fellowship that we enjoyed over the past few days. These are moments to remember.



Tom Brace with his 1937 Coupe, winner of the Bell trophy, the best of the best.



Two more winners, Roger and Barb Wothe.



Anyone for a picnic? This is very valuable accessory is what every classic Lincoln should. Tony Russo does and it is in his trunk of his sweet 1927 Coupe.

Oberg Observations

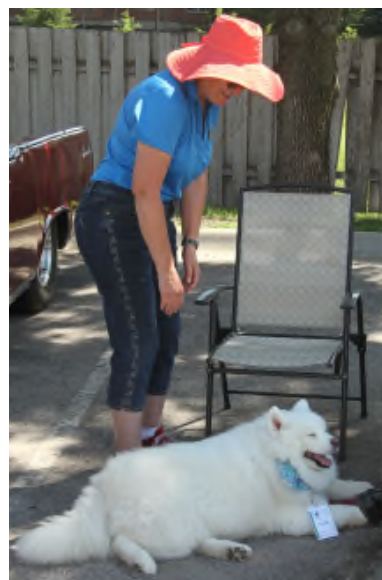
Long time LCOC and one of the founding members of the North Star Region, Harvey Oberg, offers the following comments about the 2018 Mid-America and his participation in meets over the years.

"Sixty-five years ago, my 1941 Lincoln Continental Cabriolet attended its first car show. It was a CCCA first national meet, July 12, 1953, in Washington Park, New Jersey and it won a trophy along with Senior Car Badge No. 3.

At Princeton, Massachusetts, the first LCOC Regional Meet was held October 10, 1953, and my 1941 Cabriolet won a trophy for best pre-war Continental and a Blue Ribbon for the longest distance driven — 550 miles round trip.

The first LCOC National Meet was held at Dearborn, Michigan, October 16, 1954. The Continental won a nice trophy, plus I have the registration plate, numbered 9, from the meet. My Lincoln has attended three first meets; which I believe should be some sort of record.

The LCOC Mid-America; which was held this past July, in St. Louis Park, was the first time my Lincoln was shown in Exhibition Class in 65 years. The Continental still judges in the high 90s, but it is time for me to slow down and take it a bit easier. I have owned and shown my Continental for 35 years and it has been driven to every meet since 1953. Few Lincolns can make this statement."



Jeannie Talbourdet greeting Sweet Olga on show day.

For Sale — All Good Lincolns

Please patronize the following businesses. Both of which have gone the extra mile to support the North Star Lincoln club.

Bloomington Lincoln, 1001 Clover Drive South, Minneapolis, Minnesota, just below Highway 494 west, between Nicollet and Highway 35 South. Phone 952.888.2271

Bloomington Lincoln will provide excellent service for your new Lincoln or late model Ford, Mercury or Lincoln at very reasonable prices. Please also check with them if you are interested in a new Lincoln or if you would like an excellent used car. Check them out and let them help you.

Jeff Eisenberg's Libson Twin City Auto, 1218 Central Avenue NE, Minneapolis, Minnesota. Phone 612.521.3537

Jeff has one of the best repair shops in the Twin City area; who will fix just about any problem that you have with your older Lincoln or any other type of collectable car. He has worked on a number of Mark II's and Slab-sided Lincolns with amazing results for their owners. Car problems — give him a call and see if he can be of help. I would be willing to say that he can.

For Sale



1995 Town Car Cartier Original owner, 23K original miles. Los Angeles car, always garaged and never smoked in.

Champagne Ivory with matching leather interior and ASC installed moon roof. Excellent in every way and a pleasure to own and drive.

**\$12,500 OBO. Call David Freedman at 213.952.3173
dj@capitalist.com**



FOR SALE: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, it 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

Wanted.... Car club badges and patches. New and Used. Call Harvey Oberg, 651-739-9754

Wanted... NOS exhaust resonator for a 1974 Lincoln Town Car. Part Number D4VA5E272AA
Call Vaughn Ebbighausen at 218-736-4049 or email vemsp294@gmail.com

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, key-less 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.



Northstar Region grille badges are now available. To obtain yours, contact Bob Johnson at 651.257.1715.

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



Call now, operators standing by: Bob Johnson
651-257-1715 or email: arborbob41@aol.com

Preview of Coming Events

- August **Lincoln Motor Car Museum, August 6 –12. LZOC—Fifth Annual Lincoln Homecoming**, Hickory Corners, Michigan, and Elkhart, Indiana.
Saturday, August 11, 10:00 AM – 2:00 PM North Star Region, 16th Annual Classic Lincoln Out State Car Show at the Almelund 62nd Annual Threshing Show. More details next month.
- September **Morries West End Lincoln Car Show (New Location), Saturday, September 15, 2018, 10 a.m. to 2 p.m.** At 6475 Wayzata Blvd, St Louis Park, MN.
We are invited to attend the Lincoln Zephyr Owners Club-Central Chapter Meet on Sept. 20-22, 2018, in Fitchburg, Wisconsin (suburb of Madison). Contact Bruce Nichols for meet information
- October **Annual North Star Potluck, Sunday, October, 7, 2018** (No auction this year) at Morries in Long Lake, Minnesota.
LCOC Western National Meet, Albuquerque, NM, October 17 - 21.
- November **Year end Sunday Brunch** at Dangerfield's in Shakopee.
Sunday, November 10 at 11:30 a.m.

Know some other event that may be of interest to members of the North Star Region? Let us know and perhaps we can work it into our event schedule for this year. Do you have a special burger place that we can cruise to some evening? Tell us about it — maybe we can do it. Good friends and nice Lincolns make for some fun times.

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



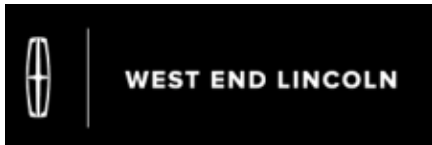
**Saturday, August 11, 10:00 AM – 2:00 PM North Star Region
16th Annual Classic Lincoln Out State Car Show**

**Taking place at the Almelund 62nd Annual Threshing Show
17760 St Croix Trail, Taylors Falls, MN**

The Almelund Threshing Show is Minnesota's premier outdoor event for classic tractor and old-tyme farming fans. Vintage equipment is not just on display but actually in use. Wear good walking shoes. Food available on site. Largest flea market in the area.

There is a lot to see at the Almelund Threshing Show and not just classic tractors! Make sure to check out these historic and fascinating attractions.

Afghan & Queen Size Quilt Raffle, American Flag display, Antique Radios, Carvings of Miniature Farm Implement & Wooden Toys, Civil War Barracks depiction, Law Library & Typewriter Display, Old Time Photographer, Post Card Sales, Showcase "Collections" display, Potato planter collection, Story Telling and "Favorite Grandmothers Table Setting" contest!



Morries West End Lincoln Car Show at their brand new location

6475 Wayzata Blvd, St Louis Park, Minnesota
Saturday, September 15, 2018, 10 a.m. to 2 p.m.

It will be a great day to spend some time with your good friends. We should have a nice day, with the hot weather in the rear view mirror. There will be door prizes, some good food and lots of fun. We will see you there on September 15.



2018 LZOC CENTRAL CHAPTER MEET

Thursday thru Saturday Sept. 20 -22, 2018
Fitchburg, Wisconsin (suburb of Madison)

It is time for another Central Chapter Meet this fall.

We will be at the Hawthorne Suites Hotel in Fitchburg and will have our Friday Concours and judging in a city park across the street from the hotel with an optional underground hotel parking garage for use in bad weather. As in the past, we are inviting the other Lincoln car clubs to join us. Come and meet fellow enthusiasts! Registration forms are available online at the Lincoln Zephyr Owners Club website www.lzoc.org — or you can have the forms and schedule mailed to

FALL NORTHSTAR LCOC Potluck

Sunday, October 7, 10:00 AM to 3:00 PM

Morrie's Conference Center

2605 Wayzata Boulevard (Old Hwy 12), Long Lake, MN

Details to follow in next issue