

My Pride and Joy

By Rick Hickman....

My love affair with the 1941 Lincoln Continental dates back nearly forty years. It was 1965, I was a freshman in high school, usually riding the bus, seeing that my friends and I were too young to drive, but we were old enough to have developed an appreciation for cars.

One particular day while a friend and I were utilizing public transportation, or conversation turned to cars that our parents owned or that they had expressed a liking for. My dad and I talked about cars a lot, so I volunteered up his favorite; the 1939-1941 Lincoln Zephyr. My friend quickly intercedes that his father owned



1941 Continental Cabriolet

A 1940 Lincoln Continental. We continued our discussion further, soon finding out that they also had a Zephyr parts car. I was excited to hear this, that someone I knew owned by dad's favorite car. At home, I spoke to my father about my discovery of my friend's favorite car. At

Truly a Work of Art

home, I spoke to my father about my discovery of my friend's fortunate parents, to which he interjected most of what he had stated before; that the '41 Lincoln Continental was the pinnacle of that series of Lincoln's vehicles.

Over the following high school years, my appreciation for cars remained constant, buying my first car when I was sixteen; a 1947 Packard that my dad took me to get. He had worked in Detroit during the late 1940's assembling Packard cars, and I was proud to own one. Later in

high school, I had the opportunity to ride in my friend's '41 Lincoln as he drove my friends and me to our high school prom in 1969.

As time passed, my appreciation and desire for the car expanded. After becoming established, my ability to own a 1941 Lincoln began in earnest in 1985, by attending both Barrett Jackson and a Harrah's Auction in Las Vegas. During the next twelve years, I viewed quite a number of 41's, searching for the right car, the one that that would fit my needs. As it turned out, this was easier said than done, as are most chal-

lenges in life. I came to the conclusion that this car would be a car that I could do caravans with. I was bound and determined that I would find a car that had recently undergone restoration and was in near show condition, but

that I would not feel was too good to drive. I continued to make offers and actually thought I had bought more than one car during this time.

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About three years ago, my friend Terry Johnson let me know he had purchased the finest '41 he had ever seen, a vehicle that had been restored by Richard Zeiger, and with his knowledge of my quest, he thought I should have it. I was absolutely thrilled, because two years earlier, I was planning on buying the same model from him, but the car ended up being sold before I could finalize the transaction. A miss that I was grateful for later as the Lincoln I ended up with was far superior. I knew that there was something better waiting for me and this friend had found it, I purchased the car from him.

I learned more about the car's history, where it
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Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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Board Of Directors - 2001-2002

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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and 1494 in Inver Grove Heights, Minnesota.

My Pride and Joy, continued..

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came from, and who put so much time and effort into this beautiful machine. I found that the car's second owner had purchased it in 1946 and it was auctioned from his estate in 1981. The car was under restoration for thirteen years. I was told by the restorer that in all his years and experience this car was in the best initial state of any car he had ever done. The Lincoln went on to be judged 100 points three times. It has also won many other top awards at many west coast Concours including Pebble Beach, and was even chosen the poster car for the Palos Verdes Concours.

I made arrangements for the purchase and shipping with a sense of great anticipation. After the car was delivered, I was continually amazed at the quality of the restoration. I can truthfully say it is the only thing I have purchased that was better than I could have imagined. Since this acquisition, I have had the privilege to show the car at numerous events and to drive the car in many caravans. It still shows well as it won Best of Show at the Gathering of Fords in Dubuque in August of 2001. It has been very dependable, having never let me down. I also took it on the Oh Canada CCCA Caravan in September of 2002.

Presidential Lincolns

Part one, the Kennedy Lincoln (info courtesy of Jay White)

The presidential parade vehicle dubbed the X-100 by the US Secret Service, began life as a stock 1961 Lincoln Continental four door convertible. Ford Motor Company and Hess & Eisenhardt, custom automobile builders of Cincinnati, Ohio, worked together to create the most modern open parade limousine of its day. The X-100, originally painted midnight blue, was packed with numerous special features including two radio telephones, auxiliary jump seats for extra passengers, interior floodlights to illuminate the president at night, and retractable steps for Secret Service agents. A hydraulically operated rear seat could be raised nearly eleven inches to give crowds a better look at the president and his guests. The most notable feature was a series of removable steel and transparent plastic roof panels that could be installed in various combinations from an enclosed hardtop to a totally open car. The X-100 carried no armor or weapons because the purpose of the car was to make the president more visible, not to provide protection. That philosophy changed completely after November 22, 1963.

On that day, President John F. Kennedy was assassinated

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Great Trivia.....

DECEMBER 5
1932 Ford Model C and V-8 Introduced
The first Ford Model C automobile was introduced in December of 1932. It boasted the first four-cylinder engine made by Ford with a counter-balanced crankshaft. The Model C was largely eclipsed, however, by Ford's other 1932 offering: the Ford V-8. The V-8 was the first eight-cylinder Ford automobile, and boasted the first V-8 engine block ever cast in a single piece. The V-8 sold well, but Ford's fortunes had fallen from their peak. The one-time industry giant was trailing GM and Chrysler in sales.

1955 National Standard for License Plates
In December of 1955, the Federal government standardized the size of license plates

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Editors Message

Some end of the year thoughts.

The highpoint for the Northstar LCOC was the Red Wing meet. A undertaking of significant proportion, it went off fairly smoothly, with a good variety of Lincolns on the field. It was good to see a lot of our members there with their great looking Lincolns enjoying the moment together. We owe a great deal to Director Bob Johnson and Secretary Roger Wothe for their organizational ability in helping us all get the "show on the road".

Our club is growing. We have gained about 13 members over the year. We must be doing something right. Our activities schedule has something for most members. A lot of it involves eating, as this appears to be the common denominator (in addition to our addiction to Lincolns) which brings us all together. In 2003, we will be having brunches, of course, and some other fun things to do. If you have any suggestions for club activities, please let Jay White or any other club officer know. We will appreciate your suggestions.

Our club is strong financially. We are able to do all of the things that other clubs are doing without having to pinch pennies, and our annual dues is among the lowest in town. We need to thank our board, and especially Harvey Oberg for keeping us afloat.

What is important? I believe that we must have fun. Why bother attending our functions if they are not enjoyable. We need to feel that we as members are receiving good value for our dues. If you have any good ideas on increasing the value of the club please write or call one of your club officers. The club belongs to the members and we want to help make it better. Also we have a few members from the northern part of the state. We would like to see you folks at one of our events next year.

I want to thank all of you that have contributed articles for the newsletter this past year. It makes my job easier, and it allows us all to know one another better. Keep them coming.

Marion, Alexander and I wish all of you only the best for the holiday season and the coming new year. -30-

Presidential Lincolns... Continued

(Continued from page 2)

while riding in the X-100 through the streets of Dallas, Texas. President Kennedy's wife Jacqueline, sat next to the president in the rear seat. Also, riding in the car was John Connelly, then governor of Texas, and his wife, Nelie. Governor Connelly was seated in the jump seat directly in front of the president and was wounded in the attack. Neither Mrs. Kennedy nor Mrs. Connelly were injured. Two Secret Service agents were in the front seat.

Rebuilding the X-100.

Immediately following the assassination, a special task force decided that the most practical way to prevent a similar event from re-occurring was to rebuild the X-100 from the ground up. The car was returned to the Hess & Eisenhardt company in December of 1963 for what became known as the "quick fix", a complete redesign that was to cost more than \$500,000. The basic elements of the "quick fix" included:

1. A new black paint job.
2. Adding armor plating and bullet resisting glass to protect the vehicle's passenger compartments.
3. The addition of a permanent, non-removable top to accommodate the transparent armor.
4. Replacing the original engine with a hand built, high compression unit with 17% greater horsepower.
5. Solid aluminum rims inside the tires to make the flat-proof.
6. A fuel tank filled with porous foam to prevent explosion in case of penetration by a bullet.
7. A second air conditioning unit in the trunk.
8. Improved telecommunications devices.
9. Reinforcement of some mechanical and structural components to accept the added weight of armor.
10. Complete retrimming of the rear compartment to eliminate the damage that was caused by the assassination.

The finished custom Lincoln weighed about one ton more than the original X-100 and was completed in May 1964. The X-100 was put back in service and was used by Presidents Johnson, Nixon, Fort and Carter before being retired in 1977.

Monthly Director's Meeting

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 throughout the U.S. Previously, individual states had designed their own license plates, resulting in wide variations. 1941 Spare Tires Outlawed

December 11th, 1941, Buick lowered its prices to reflect the absence of spare tires or inner tubes from its new cars. Widespread shortages caused by World War II had led to many quotas and laws designed to conserve America's resources. One of these laws prohibited spare tires on new cars. Rubber, produced overseas, had become almost impossible to get. People didn't mind the spare-tire law too much, though. They were too busy dealing with quotas for gasoline, meat, butter, shoes, and other essentials.

1949 Swedish Carmaker Debuts

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BOARD OF DIRECTOR'S MEETING

14 November 2002

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Jay White, Tim Purvis and Roger Wothe. Other members present were Jim Jacobsen, Fay Oberg and Gaye Purvis. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson showed an example of a possible club jacket that was available directly from the manufacturer for about \$60.00. An embroidered emblem would be an additional \$35.00. He will check on the availability of caps with a logo.

Secretary Roger Wothe reported that he has found a source for rebuilding Lincoln V-12 water pumps with modern bearings and seals. The pumps are guaranteed not to leak. He is currently having six pairs rebuilt for him and other club members.

Treasurer Harvey Oberg reported that the treasury balance is \$5,150.03 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have one hundred fourteen members. He hopes to have developed a web site for the region sometime after the first of the year.

Projects director Bob Gavrilesco reported that there were no new projects sold the past month.

Activities Director Jay White reviewed some possibilities for the 2003 Event Calendar.

- January – Gulden's Supper Club
- February 15th (tentative) – Joint event at Ellingson's with the UMR-CCCA.
- March – brunch at Picadillies
- April 27th – brunch at Toby's
- May 17th (tentative) – show at Whitaker's
- June 9, 10, 11th – Ford Centennial at Dearborn

- July – St. Paul Kellogg Boulevard and also tour to Woodhead's Collection
- August – Cruise to the Creamery in WI and Elmer's toys
- September – Picnic at Environments
- November – Cruise to La Crosse WI

There being no further business, the meeting was adjourned at 8:20 PM. The next meeting will be at Whitaker Lincoln-Mercury on 9 January 2003 at 7:00 pm.

Respectfully submitted by Secretary Roger Wothe.

We Welcome The Following New Members.....

Eugene and Helen Pedersen, 14411 Flora Way, Apple Valley, MN 55124. Proud owners of a 1965 Continental Convertible.

Kenneth Sampson, 11552—278th Street, Chicago City, MN 55013. Owns four Lincolns including a 1955 Capri 2 door hardtop.

We hope to see our new members at some of our club events in the near future.

For Sale....

1971 Mark III, Rebuilt Motor, Bad Transmission, restore or for parts, little rust. \$500. Call Dennis at 763-682-3172

1983 Lincoln Mark VI four door. White with white top and white leather interior. All options except a sunroof. 302 cubic inch engine with automatic. The car was purchased in Florida in 1995 with 105,000 miles and has been driven only 3,000 miles in the last seven years. The car is in excellent condition. Please call Paul Pedersen at 952-473-1386 or cell phone 612-670-3547. A chance to own tomorrows collectable at today's prices.

If you have something you want to buy or sell, please let us know. We will be glad to include your ad in the newsletter. Call, write, email or fax the Editor today.

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A Swedish company by the name of Svenska Aero-plan Aktiebolaget produced its first motorcar. In 1965 the concern changed its name to Saab Aktiebolag, and a few years later simply to Saab. The first Saab automobiles were engineered with the precision of fighter planes--the company's other main product. Today Saab is a huge multinational corporation, whose cars are known as safe, reliable, high-performance vehicles.

December 1939

The first production Lincoln Continental was finished on December 13th. The Lincoln Continentals of the 1940s are commonly considered some of the most beautiful production cars ever made.

From the Internet.....

Directors Message

By Bob Johnson

December Directors Message
By Bob Johnson

The Lincoln show season is now over. This is the time of the year that is tough to adjust to, park the car for the winter or see if you can get it out again before the snow and salt comes. Thanksgiving is past and Christmas is fast approaching, but not as fast as this summer went with all our great Lincoln activities.

During the past year, first as your Northstar Region Director, I have realized how many great and wonderful people are in our club. With putting on the Mid-America National Meet in Red Wing, I was able to meet most members. It is because of each one of you as members participating in our events that made this job fun.

The Red Wing show was great. Of the 118 Lincolns registered for the event, our region had 65 cars and 55 members attending. Last years Region Directory had 94 members when printed, as of November 14th, 2002, we now have 113 members, 19 new members for the year, that is fantastic. At least 75 members attended one or more of our events during 2002. I know how busy we get during the summer, but what can we do to get more members and cars out to our events. Club members really want to see your classic Lincolns, if there is some other type of event that would be better, please contact Jay White, or one of your Region Directors. We are now in the planning stage for events for 2003, and need your input.

Some of the events planned for 2003, the big ones will be the May Car Show at Whitaker Lincoln/Mercury, February annual potluck supper with CCA at Ellingsons car museum and the September Annual Picnic, at Roger Wothe's. Our first event will be Brunch at Gulden's in Maplewood, in January.

The 50th Anniversary of the LCOC (Mid-America National Meet, Tuesday June, 10th and Wednesday, June 11th) and Ford's Centennial Celebration (June 12th to 15th), in Dearborn Michigan, will be one great event that you want to participate in. You will need to make reservations early because LCOC has only a

limited number of rooms reserved. Your September/October, Continental Comments magazine has a reservation form on the back of your mailing label sheet. Send in as soon as possible.

Again, I want to thank everyone for helping me this year. The hard work of Region Directors, Dave Gustafson, Roger Wothe, Harvey Oberg, Jay White, Tim Purvis and Bob Gavrilesco is greatly appreciated

I wish you all a merry Christmas and happy holidays.

As always keep the journey continuing in our marvelous Lincolns, see you all in 2003.

Northstar LCOC Club Jackets.....

Director Bob Johnson has made arrangements with Linda Goulet of Custom Outfitters of Centuria, Wisconsin for Northstar LCOC club jackets.

The jackets will be available in two styles, a Satin Baseball Award Jacket and a Oxford Coaches Jacket. The Baseball Award Jacket features a knit collar, cuffs and waistband and the Oxford Coaches Jacket has a laydown collar, knit cuffs and a draw cord at the bottom.

The jackets will be available in a variety of colors. The National LCOC emblem can be applied to the back of the jacket if desired. The Northstar Region emblem may be applied to the front upper left side.

Prices will vary depending on the style of jacket ordered, the type of lining desired and configuration of Club emblems.

Ordering information for the "Official" Northstar Lincoln and Continental Owners Club jacket will be included with this copy of the Northstar Newsletter.

A nice holiday gift for your favorite LCOC member.

Preview of Coming Attractions

The following are the scheduled club events, please call Jay White at (952) 432-5939 for information and directions.

December No club events planned for December. The board will also take a vacation, and not meet until January. Save your money to pay your dues. Buy tools, car books, or other car related items for your wife and children for the holidays. Something that you can use.

January Guldens Restaurant in Maplewood. Sunday brunch on January 19th at 12:30 PM. 2999 Highway 61. Map and directions in January newsletter.

February Evening at Ellingson's. Pot luck dinner with the CCCA. More information to follow. February 15th (tentative date)

March Brunch at Picadillies, date to be determined.

April Tobey's by the Lake, April 27th, 11:30 AM. Our annual visit. Great place, great food.

May Whitaker Lincoln-Mercury annual car show. Get your cars ready for May 17th (tentative date)

June Back to the Fifties. Ford Centennial at Dearborn, MI June 9, 10, & 11th.

July Downtown St. Paul on Kellogg Boulevard & tour to Woodhead's Ford collection.

August Crise to the Creamery in WI and Elmer's toys.

September Annual Picnic....Where has the summer gone....

October A year away, but time passes quickly.....

November Crise to LaCrosse, WI. Novemberfest?

If you have any ideas for future club activities, please let your board members know, or call or email Jay White. We welcome your suggestions for future events.