

## Our Pride and Joy

Tim and Gaye's Adventures with Lincolns and other cars along the way (as related by Gaye Purvis).

Our first "hobby car" was not actually a car, but a 1934 Ford Pickup, complete with a Chrysler "hemi" 392 cubic inch firepower V8. It wasn't that all that much to look at, but fun and fast it was. Not a long time keeper, it was sold after one year of ownership.

Our quest for speed continued and we purchased a 1962 Dodge. It was one of those non-descript looking sedans, with a "383" motor, which could literally set the tires on fire. At the time, these Dodges were referred to as "Widow Makers", because an inexperienced driver could easily get into trouble with all the power available at the

rear wheels. It was a great drag strip car, and ran the quarter mile at 12.66 seconds.

We took our turn at street rodding and bought and restored a 1939 Ford pickup with a 340 cubic inch "Mopar" V8 engine with 6 carburetors. This also was our first "body off" restoration. Live and learn.

About this time, Tim thought I needed a street rod. We found a 1936 Ford Panel Delivery, which he restored/rebuilt with modern day running gear, including a Chrysler products 318 cubic inch V8 engine. It was my birthday present and what a sweet driver it was and it looked great going down the road. It was sure a lot better than driving a station wagon.

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Tim and Gaye Purvis' first Lincoln, a 1940 Continental Coupe

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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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 I 494 in Inver Grove Heights, Minnesota.

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

## *Our Pride and Joy ..... continued*

About that time, we decided to take a trip out to Colorado with the 1939 pickup. The '39 did not have air conditioning, which would have made the trip more enjoyable. Tim decided that we needed a heavier high



Tim with his 1934 Ford Pickup

way cruiser with air to make longer trips more pleasurable. Now comes Mike Gerner. Mike had a 1941 Con-

tinental Coupe which was in several pieces. Tim managed to talk Mike out of it (no small feat) and over a period of time, completely restored it to like new. In fact, it was better than new, with a modern Lincoln 460 cubic inch V8 engine and a great C-6 automatic transmission. Tim does like to go fast, as you can tell. Other modern necessities including power steering, brakes and the much appreciated air conditioning. Tim now decided that I needed a Lincoln, and he managed to find a 1940 Continental Cabriolet. As you might expect, it was in a lot of pieces and truly needed a lot of hard work to make it whole and elegant once again. However, to quote Tim, "but honey, it's a cabriolet!" What a great birthday gift!... What a thoughtful husband!... A tremendous amount of hard work and many \$\$\$ later, we did have a great 1940 Cabriolet. It really is a head turner at the various shows we have brought it to over the years.

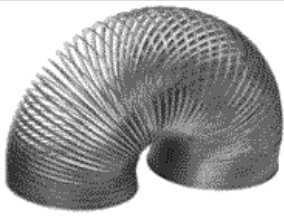
The next Lincoln, was the 1970 Continental Mark III. (I said that I would divorce him if he came home with another black car.) It was a great looking car, and I

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## Trivia from the Internet.

### The "Slinky"

In 1943, during World War II, an engineer in the United States Navy was on a new ship's run. As he worked, a torsion spring suddenly fell to the floor. The spring flip-flopped as the ingenious man watched. The naval engineer's name was Richard James, and when he returned home, he remembered the spring and the interesting way it flip-flopped. James and his wife Betty perfected a long steel ribbon tightly coiled into a spiral.



They began production in 1945. From that spring's accidental fall came a toy Americans have enjoyed for over fifty years, the Slinky. The non-electrical, no-battery-required, non-video toy has fascinated three generations of children and adults alike. According to one estimate

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## Editors Message

Monday, November 29<sup>th</sup>. Your editor is struggling with the December issue to get everything to fit and hopefully print it and get it in the mail by December 1<sup>st</sup>.



ALEX

Dusha's Maag of Seelah  
1994 - 2004

In many articles over the past years, I have mentioned Alexander, our beloved Samoyed. Alex would have been ten years old on December 26<sup>th</sup>. Alex had been under the weather for several weeks and had been to several vets. We finally took him over to the

University of Minnesota Veterinary Clinic on the St. Paul campus. He was having some weight loss and was not interested in eating. We had blood work done and some of it was sent to specialists at Texas A&M for evaluation. The tests came back within or close to normal range. He has also had ultrasound tests, which did not reveal any abnormalities. He also had some x-rays on Saturday, the 27<sup>th</sup> which showed bladder stones, which were to be removed by surgery early today. We did visit him for a while yesterday, and he looked so forlorn. It appears that he missed us very much and it was sad to leave him once again. He had a GI tube down his nose and several IV tubes for tests and hydration. During the course of the surgery this morning, the surgeons found a large malignant tumor which was not operable. We decided to end his suffering and not continue with further treatment. Please keep us and Alexander in your thoughts in the days ahead. Our non-human companions add so much to our everyday lives and ask for so little in return.

Our last event of the season, a Sunday brunch at Piccadilly's was well attended. The food was good and the price was reasonable. There are plans to return there next fall.

The holiday season is ahead. It is now time to think about getting your loved ones some great gifts. Think of car parts, tools, magazines, etc,... things that they will really enjoy next summer. You might really want to consider getting that long suffering spouse something really special for putting up with all of the car shows and other events that you have dragged her to over the last years. Something really nice from a high quality jewelry store. Something expensive. Also as in past years, I urge you to call up your friends and relatives and wish them well and good fortune in the months ahead. In these busy times, we often forget to stay in touch with those we care about. Now is a good time to renew old relationships.

It is also a time for resolutions for the coming New Year. I have made several. One of which is to try to continue to make the newsletter interesting to a broad range of readers. To do this, I need your help. If you can send me articles about your favorite Lincoln, It will get printed in the newsletter and enjoyed by our membership. The more information we have available, the more interesting our newsletter will become. Also, I plan to start accumulating some parts for the needed rehabilitation of our 1951 Cosmopolitan. It is our goal to get it road-worthy and take it to more shows and be able to drive it with a higher degree of confidence than before.

With the advances in communication technology, you editor now has a toll-free telephone number that you can use to call regarding articles in the newsletter or membership issues. The number is 866-482-0897. If I am not home, please leave a message and I will try to promptly return your call.

Seasons Greetings to all of our friends in the Northstar Lincoln and Continental Owners Club. May you travel well over the holiday season.

David and Marion Gustafson



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more than 250 million Slinkys have been sold and the only change in the original design has been to crimp the ends as a safety measure.

*The "Piggy Bank" Dogs bury bones. Squirrels gather nuts to last through the winter. Camels store food and water so they can travel many days across deserts. But do pigs save anything? No! Pigs save nothing. They bury nothing. They store nothing. So why do we save our coins in a piggy bank? Because someone made a mistake. During The Middle Ages, in about the fifteenth century, metal was expensive and seldom used for household wares. Instead, dishes and pots were made of an economical clay called pygg. Whenever housewives could save an extra coin,*



*they dropped it into one of their clay jars. They called this their*

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## Monthly Director's Meeting

### BOARD OF DIRECTORS MEETING

November 11, 2004

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

### DIRECTORS REPORTS

Regional Director Bob Johnson reported that Dave Gustafson, Bob Gavrilesu and Roger Wothe were returned to their respective board positions. He received a questionnaire from LCOC national to see if there was an interest by the North Star Region in supporting a fund raiser to raffle a new Lincoln at \$500.00 per ticket with a limit of 100 tickets. The consensus of the group favored a classic Lincoln rather than a new one and there was not much support for a \$500.00 ticket. After deducting the sales tax, income tax (at full value) and license plates the average member might have to sell the vehicle to pay the taxes. It was suggested that a slight increase in dues over a membership of more than five thousand would be a much easier way to raise funds. Bob suggested that we give an interested teenager free membership to our region until they are twenty-one. The idea was approved.

Treasurer Harvey Oberg reported the treasury balance to be \$3,912.24 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the membership stands at about one hundred forty. He also needs "My Pride and Joy" articles.

Projects Director Bob Gavrilesu reported no new sales this past month.

Activities: There was a general discussion about activities for next year. The next event was brunch at Piccadilly on Sunday 14 November. With no dates confirmed a tentative schedule has us at Al Bakers in January, auction and pot luck with UMR-CCCA at Dick Pellow's garage in St. Paul in February, Radisson Convention Center in March, Chickadees in Woodbury in April, Whitaker show on 7 May, North Coast (Wayzata) and Kozlaks during the summer, picnic on 11 September, possible Coon Rapids show in October and the Afton Inn in November. Suggestions from the membership are very welcome.

Winterizing tips from Technical Advisor Tim in the last newsletter were very much appreciated.

There being no further business, the meeting was adjourned at 8:15 PM. The next meeting will be at Whitaker Lincoln-Mercury on Thursday, January 13th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe

### Pictures from the Past



From the Ford archives, a picture of Henry Ford's 1922 Lincoln converted to a "house car" which is what they called early motorized camping vehicles.

Undoubtedly, the forerunner of the present day Lincoln Navigator.

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pygg bank or their piggy bank. Over the next two hundred to three hundred years, people forgot that "pygg" referred to the earthenware material. In the nineteenth century when English potters received requests for piggy banks, they produced banks shaped like a pig. Of course, the pigs appealed to the customers and delighted the children.

*Ice Cream Cone*  
For over a century, Americans have been enjoying ice cream on a cone. Whether it's a waffle cone, a sugar cone or a wafer cone, what better way to enjoy a double scoop of your favorite flavor? The first ice cream cone was produced in 1896 by Italo Marchiony. Marchiony, who emigrated from Italy in the late 1800s, invented his ice cream cone in New York City. He was granted a patent in December 1903 U.S. Patent No. 746971. Although Marchiony is credited with the invention of the cone, a similar creation was independently introduced at the 1904 St. Louis World's Fair.

*For folks who lived*

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## Directors Message

By Bob Johnson

Mary and I hope everyone had a wonderful Thanksgiving. We had an especially good holiday, as we were able to have the whole family together. Our youngest grand daughter Emily was baptized on the Friday after Thanksgiving. It's always great to get together with loved ones and friends, eat hearty and thank god we live in the greatest country on earth.

Our last activity for 2004 was a Sunday Brunch on November 14<sup>th</sup>, at Piccadilly's in Mahtomedi. We had a very warm day to enjoy friends, tasty food, fun and just a great time. Piccadilly's offered great food at reasonable prices, and had a private room for our enjoyment. We had 38 members attend and our top door prize a Region denim shirt was won by Ken Sampson, a black Lincoln flag was won by Ray Nelson and a LCOC license plate was won by Harvey Oberg.

At our November Board meeting, the Board of Directors voted to keep the same officers from 2004 for 2005. We planned most of the activities for next year; we still have room on our calendar for more events. We feel that we have something for every one. If you have a place that you think would interest the club, please contact any one of our Board members. Check out our calendar of up coming events and make your plans to attend. You have several months to work on your Lincoln and get it ready for some fun. Our region has wonderful people just waiting to be your friends, so get that Lincoln ready and come out and join us in 2005.

Just a reminder, this is your club, our National and Regional Board Meetings are open to all members. If you have suggestions or legitimate and constructive criticism, please let me know. I will be attending the LCOC'S Annual Board of Directors Meeting at the end of January in San Diego.

I am going to mention again that we need members to send in their stories for "Our Pride and Joy" articles. As I said before,

everyone has a story to share about their Lincolns and their experiences in the LCOC/Region. These articles are really fun for us to read each month. Send your story to our editor, Dave Gustafson. He can only do the newsletter with the material that you send him, so get busy. This winter is a great time to write that article about your car that you keep putting off because you were too busy this past summer.

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

## A Lincoln Experience...

By Karen and Art Munson

Recently Art and I drove our 1996 Lincoln Town Car over to Stillwater for dinner with our Lincoln owner friends. The restaurant we were going to was the Stillwater Depot which is also the home of the Minnesota Zephyr Dinner train. It is a very elegant place. The front of the building has a red brick driveway, leading up to the entrance. The driveway is under a covered portico. It started raining as we drove into the parking lot, so we drove right to the front door and stopped. The owner stepped out, opened the car doors, welcomed and escorted us into the restaurant to the best table in the house. We were treated like royalty for the rest of the evening. For you movie fans, our waiter looked and talked very much like Johnny Depp. We asked him where he was from and he said he lived in Forest Lake. He was born in the Czech Republic. It was a most enjoyable evening. Thanks to our Lincoln for perhaps being responsible for the elegant treatment. We wondered afterward how we would have been treated had we arrived in our old Ford wood truck.

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anywhere near St. Louis, Missouri, the biggest event in the summer of 1904 was the Louisiana Purchase Exposition, which took place in that city. No one knew beforehand, but that exposition was the occasion where ice cream cones were first made and sold. The person who did it was named Charles Menches and he was a seller of ice cream. But he didn't plan to invent the ice cream cone. This is how it happened. Charles Menches sold his ice cream in dishes the way every other ice cream man did. That August when the Louisiana Purchase Exposition was at its height, was a real scorcher, however, and one day disaster struck Mr. Menches. There were so many hot and thirsty fairgoers wanting ice cream that he ran out of dishes. And it wasn't even noon. He had more than half a day of business ahead of him and not a single dish to serve his ice cream on. What did Menches do? He looked around him and thought fast.

Nearby was a stand where his friend, Ernest Hamwi, who was from Syria, was selling a Middle Eastern treat called Zalabia. Zalabia consists of a crisp, wafer-like pastry sold with syrup. "Give me Zalabia!" cried

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## Pride and Joy continued

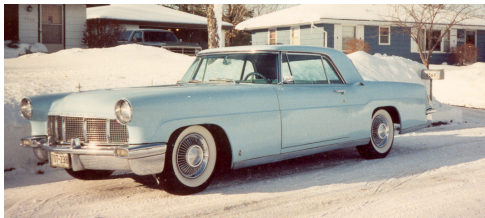
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changed my mind. It was a Minnesota car, with low mileage, only 37,000 miles and it needed very little to make it show quality. And best of all, it was a modern day great driver.



Tim and Gaye's 1970 Mark III

One day at work, someone foolishly showed Tim a copy of Wheeler/Dealer magazine, with an advertisement for a 1956 Continental Mark III, light blue. Oh boy, I said, not another car. We only saw pictures of the car as it was an estate sale. We sent in a sealed bid, and subsequently, for better or worse, we were informed that we were the new owners. One of our friends was kind enough to go down to Centerburg, Ohio to pick up the car. I had never seen a Mark II before. It was another rolling restoration. Again, much patience, a lot of hard work, skinned knuckles (due to working under the dash on these Mark II's), time and money eventually produced a fine '56. It is a good car, looks and drives as new.



The 1956 Mark II

Several years ago, while at a Lincoln Zephyr meet, Tim asked if anyone knew of a model "K" for sale. I was unaware that my dear husband Tim wanted a "K". What is a "K" anyhow? And just how much can they cost? Boy, did I

find out!... Rick Parker who was at the show, said "Oh, there might be one available somewhere in the Chicago area." It took Tim a while to track the owner down, but finally we got a friend with a trailer to take down to Chicago with us. The owner opened the door to the garage, there it was, a "K" cabriolet, in all its splendor and elegance. Tim blurted out "I'll take it." It was a



The 1937 K Cabriolet after restoration.

green color, but it was all there. We got it all loaded up on the trailer and brought another rolling restoration home. It ran, it drove, but needed a lot of attention to make it show quality. Tim completely disassembled the car, restoring what was needed. During re-assembly, the body was painted the striking yellow color that it is today. It is a breathtaking sight to behold, and we are not sorry that we brought it home.

This has been just a brief overview of some of our car acquisitions over the years. Perhaps we can talk about some of the newer Lincolns that have graced our garage in a future article.

Editors note: Thanks to Tim and Gaye Purvis for taking the time to write about some of their car collecting experiences. I would like to see an article about a Mark II in one of the future issues, as this is a very interesting and unique car. Hint..Hint.. Hint. Perhaps Santa will leave one under our tree, or perhaps Marion and I will win the lottery....



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*Menches. He rolled up the Zalabia, scooped his ice cream on top, and presto! ice cream cones were born.*

### *Shopping Bags*

*Walter H. Deubner ran a small grocery store in St. Paul, Minnesota, and he was looking for a way to give his business a boost. By careful observation, he noticed that his customers purchases were limited by what they could conveniently carry. So he set about devising a way to help them buy more purchases at one time. It took him four years to develop the right solution: a prefabricated package, inexpensive, easy to use and strong enough to carry up to seventy-five pounds worth of groceries. The package consisted of a paper bag with cord running through it for strength. Deubner named his new product after himself, calling it the "Deubner Shop-*



*ping Bag," and sold it for five cents. Deubner patented his product and within three years, by 1915, was selling over a million shopping bags a year.*

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## *History of Ford in the Twin Cities...*

Ford Motor Company's long history in Minnesota began in 1912 in a small, converted warehouse in Minneapolis where 100 employees assembled Ford Model Ts with hand tools.

Only 10 years after Henry Ford founded The Ford Motor Company in Detroit, plans were announced for building assembly plants in Minneapolis and St. Paul. The architectural firm Kees and Colburn of Minneapolis designed both buildings under the direction of Ford architect John Graham. The structures were built during 1913 and 1914, and share stylistic motifs. At ten stories in height, the Minneapolis plant, still standing at 419 N. 5th Street, was likely the tallest structure ever built for the purpose of manufacturing automobiles. The smaller sub-assembly plant in St. Paul, at 117 University Avenue, was more ornate than the utilitarian Minneapolis plant, in deference to its prominent location adjoining the new state capitol and its more sales-oriented purpose.

In anticipation of the new plants, Ford had already been assembling cars in leased space in Minneapolis, in a loft building at 616 S. Third Street. In the final three months of 1912, one hundred workers assembled 750 Model T's at this location. The movable assembly line had not yet been introduced, so the manufacture of cars was a fairly laborious manual process. Workers who started at the original facility recalled that the car parts were shipped in, seven to a boxcar, and were put together on wooden benches with just a few hand tools.

Ford had an even earlier sales presence in Minnesota. The second Ford dealership ever established by the company, Tenvoorde Motor Company in St. Cloud, received its franchise in March, 1903, three months before the company's incorporation. In Minneapolis, six weeks after the company was founded in Detroit, a distributorship known as the

Northwestern Automobile Company received the 13th Ford car produced, and handled sales for the next nine years. Minnesota has the distinction of having more Ford dealers in continuous service for 50 years or longer than any other state.

A 1913 Ford Company newsletter stated: "From the very first, the Northwest was a very good market for Ford cars. There is something about the hardy life of the farmers, most of them descendants of the Vikings, that led them to appreciate peculiarly the clean-cut strength of the Ford." In a way, the Ford is like one of these farmers. . . As the years passed, the Ford cars rolled out of Minneapolis in numbers increasingly large. Year by year the business of the Ford dealers in that territory grew. Year by year the demand for cars became greater. This increasing demand made it absolutely necessary to establish a Ford branch in Minneapolis this year, with a sub-branch in St. Paul.

The Minutes of the Ford Motor Company Board of Directors, April 15, 1913, report the company spent \$10,199 purchasing the St. Paul site on University Avenue and was projecting a construction cost of \$56,000 for the new building. The Minneapolis site cost \$66,803, and the building was projected to cost \$300,000.

The Minneapolis project ran into early difficulty. In January, 1913, a dispute over an alleyway issue was raised at a City Council meeting and threatened to stall the project. St. Paul officials immediately took advantage of that opening and lobbied hard to have the larger assembly plant located in St. Paul, as reported in an article in the St. Paul Dispatch, January 30, 1913: Factory Architect Graham of the Ford Motor Company came to St. Paul to look over the site recently purchased by the Ford peo-

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### *Life Savers*

*In 1912, when candy maker Clarence Crane first marketed "Crane's Peppermint Life Savers," life preservers were just beginning to be used on ships—the round kind with a hole in the center for tossing to a passenger fallen overboard. But that is not the whole story. Crane had been basically a chocolate maker. Chocolates were hard to sell in summer, however, and so he decided to try to make a mint that would boost his summertime sales. At that time most of the mints available came from Europe and they were square in shape. Crane was buying bottles of flavoring in a drug store one day when he noticed the druggist using a pill-making machine. It was operated by hand and made round, flat pills. Crane had his idea. The pill making machines worked fine for his mints, and he was even able to add the life preserver touch by punching a tiny hole in the middle. Later Crane was to sell his rights to his new candy for under three thousand dollars. He may have regretted that decision, for "Life Savers" earned the new manufacturer many millions of dollars.*

*From the Internet...*

## *Ford History Continued.....*

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ple on University avenue. The land is just south of the North Central Commercial Club. It was originally planned to build a large retail store on the site and to erect a big assembling plant in Minneapolis. A difference over the running of an alley through the Minneapolis site has come up and the Ford people are now thinking of building the factory in St. Paul. Officials of the Ford company said today that all matters would be held in abeyance until it was a settled fact in which city the factory would be located. Needless to say, the threat of pulling out of Minneapolis led the City Council to quickly resolve the alley issue and allow for construction to proceed.

A lengthy article in the St. Paul Pioneer Press on February 1, 1914, described the St. Paul Ford building just prior to its opening: It is of reinforced concrete construction, 100 by 150 feet, with three stories and basement, and contains a total of 60,000 square feet of floor space, being the largest of its kind in the city. A unique feature of this newest of automobile branches is a tile roof constructed in such a way that cars can be tested, and worked upon on top of the building, the walls extending nine feet above the tiling. . . The output of this company in St. Paul alone for 1914, is estimated at 500 cars. The local plant is but one of many. The Ford plant at Detroit alone would support a city of from 75,000 to 100,000 people. Branch assembling plants are located at Buffalo, Cambridge, Chicago, Columbus, Dallas, Denver, Houston, Kansas City, Long Island City, Los Angeles, Memphis, Minneapolis, Philadelphia, Pittsburgh, Portland, Ore.; San Francisco, Seattle and St. Louis in this country. Besides those there is the Ford Motor Company, Ltd. of Canada with a factory at Ford, Ont., across the Detroit river from Detroit, and Canadian service stations at

Montreal, Toronto, Vancouver, London, Ont; Calgary, Montreal; Hamilton, Saskatoon; and Winnipeg. Then there is the Manchester, England, factory, and service stations at Hamburg, Germany, and Paris France. The whole purpose of this gigantic system of branch plants is to facilitate manufacturing and shipping and to assure Ford owners in every part of the world the highest type of service after they have purchased their cars.

An article in the St. Paul Pioneer Press, February 13, 1921 described an auto mechanics school that later operated at the Ford Building: A course of instruction for mechanics in charge of Ford cars and trucks for commercial houses has been started by the W. H. Schmelzel company, and the first session of school was held Friday at 7:30 P.M. at the Ford building, 117 University avenue. The subjects to be dealt with include front system, motor, transmission, rear axle, starting and lighting and general care and operation. The course may be taken free of charge by any mechanics handling Ford cars and sessions will be held at the Ford building, February 18, 25 and March 4. The Schmelzel Company has made 1800 hundred feet of animated film showing the operation of motor, cooling system, etc., to illustrate the points that will be made by the experts in charge of the course. The first session was attended by about 75 mechanics.

During the time that the Ford buildings were being constructed, Henry Ford was experimenting in Detroit with the assembly line, which essentially made the multi-story gravity feed "factory" obsolete. A sprawling one-story assembly plant, incorporating the new assembly line "process," opened in 1924 in the Highland neighborhood of St. Paul, and is still in operation today. Assembly operations at the 117 University Avenue

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## *Ford History in Twin Cities Continued....*

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plant ceased, but Ford Company continued to hold the building as a sales and service center for a number of years. City directories and photographs show the Ford Building was vacant from 1937 through at least 1941. In 1947, the Kedney Warehouse Co was listed as occupying the building. By 1951 the structure was converted to federal offices and housed the US Division of Conciliation, and the Division of Social Welfare. The State of Minnesota occupied the building in 1952 with offices for the Department of Labor, Taxation, and Barbers Examination, among others, and has owned it to the present day.

In a Historic Sites Survey done by the Ramsey County



Former Ford Assembly Plant on University Avenue

Historical Society and the Saint Paul Heritage Preservation Commission in 1982, the Ford Building at 117 University Avenue was listed as historically significant and potentially eligible for designation on the National Register of Historic Places, and for listing as a St. Paul city landmark. Formal designation applications are currently being prepared and have received the support of the Preservation Alliance of Minnesota and other groups.

Almost a century later, Ford employs more than 2,100 persons in a state-of-the-art assembly plant and several sales offices in the Twin Cities area. A majority of these people work at the Twin Cities Assembly Plant in St. Paul on a bluff overlooking the Mississippi River.

The plant assembles the best-selling compact pickup truck in North America, the Ford Ranger. More than 203,000 Rangers were built in 2000 and over seven million vehicles have been built since the plant opened in 1924. A unique feature of the Twin Cities Assem-

bly Plant is a hydro-electric facility on the nearby Mississippi River banks built at the time the plant opened. The facility generates enough surplus power to sell back part of what it produces to the local power grid.

The plant also features a high-tech training facility, the UAW-Ford-MnSCU Training Center, which includes



**1937 Ford House Car** was produced in very limited numbers at the Ford Plant in St. Paul, Minnesota. The body is framed and paneled in wood, with sheet steel cladding.

robot, electronics and computer labs. The training center is the result of a public-private partnership designed to provide "hands on" learning opportunities for Ford employees and students of Minnesota State Colleges and Universities (MnSCU).

An important part of Ford's Twin Cities history is corporate citizenship. For example, employees have "adopted" the Cleveland High Rise elderly home in St. Paul by providing volunteers to arrange social events and donations of furniture and audiovisual equipment. The relationship between Ford and the Cleveland High Rise began in 1967 when Ford donated the land to the City of St. Paul to build the high rise.

In addition, Ford maintains a local Community Relations Committee which supports local education, environmental, health, civic affairs and arts programs. These donations include sponsoring the third largest Race for Cure in the nation, Children's Museum of Minnesota, Guthrie Theater, United Way, Science Museum of Minnesota and the Ordway Music Theater.

Information from the Internet and Ford Media Center.

## *Fender Skirts and other words now missing from our vocabulary....*

What a great blast from the past! I haven't thought about fender skirts in years. When I was a kid, I considered it such a funny term. Made me think of a car in a dress. Thinking about fender skirts started me thinking about other words that quietly disappear from our language with hardly a notice.

Like "curb feelers" and "steering knobs." Since I'd been thinking of cars, my mind naturally went that direction first. Any kids will probably have to find some elderly person over 50 to explain some of these terms to you.

Remember "Continental kits?" They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln Continental.

When did we quit calling them "emergency brakes?" At some point "parking brake" became the proper term. But I miss the hint of drama that went with "emergency brake."

I'm sad, too, that almost all the old folks are gone who would call the accelerator the "foot feed." Or maybe "foot feet."

Here's a phrase I heard all the time in my youth but never anymore- "store-bought." Of course, just about everything is store-bought these days. But once it was bragging material to have a store-bought dress or a store-bought bag of candy.

"Coast to coast" is a phrase that once held all sorts of excitement and now means almost nothing. Now we take the term "worldwide" for granted. This floors me.

On a smaller scale, "wall-to-wall" was once a magical term in our homes. In the '50s, everyone covered their hardwood floors with, wow, wall-to-wall carpeting! Today, everyone replaces their wall-to-wall carpeting with hardwood floors. Go figure.

When's the last time you heard the quaint phrase "in a family way?" It's hard to imagine that the word "pregnant" was once considered a little too graphic, a little too clinical for use in polite company. So we had all that talk about stork visits and "being in a family way" or simply "expecting."

It's hard to recall that this word was once said in a whisper - "divorce."

And no one is called a "divorcee" anymore. Certainly not a "gay divorcee." And what about a "straw widow"? Come to think of it, "confirmed bachelors" and "career girls" are long gone, too.

Most of these words go back to the '50s, but here's a pure '60's word I came across the other day: "rat fink." Ooh, what a nasty put-down!

Here's a word I miss: "percolator." That was just a fun word to say. And what was it replaced with? Coffee-maker", How dull. Mr. Coffee, I blame you for this.

I miss those made-up marketing words that were meant to sound so modern and now sound so retro. Words like "DynaFlow" and "ElectroLuxe". Or "Introducing the 1963 Admiral TV, now with SpectraVision."

Food for thought - Was there a telethon that wiped out lumbago? Nobody complains of that anymore. Maybe that's what castor oil cured, because I never hear mothers threatening their kids with castor oil anymore.

Some words aren't gone, but are definitely on the endangered list. The one that grieves me most: "supper." Now everybody says "dinner." Save a great word. Invite someone to supper. Discuss fender skirts.

Our thanks to Doug Mattix for sending this bit of humor to us via Bob Johnson.

### *Great Christmas Gifts From Northstar LCOC*

*Great wearing denim Shirts  
with the Northstar LCOC logo*

*Great looking Northstar Club  
Jackets.*

*To Order Call  
Bob Johnson  
651-257-1751  
Reasonably Priced*



## Year End Event at Piccadilly's....

Sunday, November 14<sup>th</sup>, was our last event for 2004. Some thirty-eight eager eaters showed and enjoyed the great fare that Piccadilly's offers. We were fortunate to have a separate room for the club and conversations could be conducted without interference from other diners. The weather was great for this time of year and this helped to bring out a few older cars to the brunch. Brian Carlson came with his latest acquisition, an early 90's Buick Roadmaster wagon. Not a Lincoln, but a great highway cruiser that suits Brian well for his many other business endeavors.



Frank and Marjorie Warner's Mark V

New on the scene was the Frank and Marjorie Warner's Mark V. Frank, as most of you know, over the years has tried to corner the market on cars from the Slab sided era, those great vehicles that Lincoln produced from 1961 to 1969. Perhaps Frank has some insider information on the future of Mark V's. It is a good looking car that we hope to see more of next spring.



Fred Yore's 1996 Town Car

Long time member Fred Yore brought out his 1996 Town Car. Fred was offering it for sale for a very reasonable amount. With 99,000 miles, it looked hardly broken in. We had planned on featuring it in the For Sale section of the newsletter, but in the middle of the week following the brunch, Fred called and reported that the car had been sold. We hope that it went to one of our club members. With proper care and maintenance, these Town Cars are capable of several hundred thousand miles for traveling well for their owners.



Ray and Jeanine Nelson's Mark III

Also looking very good, was the Mark III owned by Ray and Jeanine Nelson. Red with a black top, it really draws attention.



Ray Nelson with his Lincoln flag

As usual, door prizes were awarded to those in attendance. A Region denim shirt was won by Ken Sampson, a black Lincoln flag was won by Ray Nelson, and Harvey Oberg was the recipient of a LCOC license plate.

Our thanks to all who attended and we look forward to seeing all of you at the January brunch at Al Bakers in Eagan.



## *Stuff for Sale....*

### For Sale:

8 each Turbine style wheels and 10 center caps for the big Lincolns of the 70's. P/N D8LC 1007 AWB, 15 inch diameter, 6 inches wide. Five bolt, 5 inch circle pattern. Will also fit Mark's III, IV and V's. Two of the caps do not have emblems. \$40 for each wheel and cap combination. Your choice, first come first served.

Contact Jim French at 651-451-6730



Lincoln Turbine Wheels

### Just in time for Winter....

2 - 225X60Rx16 Blizzak Snow Tires. Mounted on Mark VIII Wheels.

All yours for \$150

Call Tim Purvis at 651-459-6176

### For Sale

1946 Continental Convertible, Green  
1948 Continental Convertible, Yellow  
Call Dennis Stedman 763-856-2414



For Sale: 1976 Mark VI - One owner, always garaged. Excellent condition. Only 11,000 on new engine. Sun-roof - White on White. Fairly priced at \$8,995  
Call Emma at 952-895-1181

## *Great Lincolns Now For Sale...*

Ron Fenelon, club member is moving to a new lake home in Alexandria, MN and needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. \$7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,000

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

1988 Mark VIII LSC. Burgundy Metallic with matching perforated leather interior. Full power with sun roof and power antenna. 5.0 HO engine, 16inch alloy wheels with Michelin XGT-4 tires. Recent top end overhaul due to coolant leak, and recharge with R-134A in A/C. New water pump and tune up. A couple of minor rust spots at left rear side marker light. Would be an excellent daily driver. 85,400 miles \$2,950

Call Ron Fenelon at 815-624-4014 or email [lincoln-sareus@charter.net](mailto:lincoln-sareus@charter.net) for more details on these Lincolns

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



### For Sale:

1976 Mark IV, Bill Blass. Dark Blue, with tan trim. Absolutely spotless, with factory tinted moon roof. All accessories work, air blows cold. Truly must be seen to be appreciated. This is an original condition Mark with only 51,000 miles. Priced to sell at \$6,595. Call member Mike Doran at 952-926-5841.

For Sale: Nice 1971 Mark III, 98K miles, same owner for 25 years. Light butterscotch color, brown top and interior. \$3,300 to a good home. 320-220-0844, near Willmar, MN  
For Sale: NOS in FoMoCo boxes, Two 1961 Brake drums. \$55 each. 320-796-5819, Spicer, MN email: darkside-manor@tds.net..

Wanted Good brown tone interior for 1956-57 Lincoln coupe. Francis Kalvoda, Willmar, 320-235-5777 or Email fjk@charter.net



1991 Mark VII LSC Bill Blass Special Edition. Great looking car. 116K miles, \$6,995. Well cared for. Call Denny at 651-777-2433

### One of the Best.... Now for sale.

1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking \$8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.

Call Tom Brace at 651-644-1716

### WANTED

Custom trunk lid with simulated wheel hump that will fit a 1977 Lincoln Continental (not Mark). Some Limos had this style trunk lid. If you have a lead on one of these, please call Francis Kalvoda, Willmar, Mn., 320-235-5777 or email fjk@charter.net

### FOR SALE

1966-1967 DeLuxe Radio, AM/FM Signal Seeking, all rebuilt and ready to play your favorite stations. \$100  
Call Harvey Oberg today, 651-739-9754

### FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000  
Call Wendy Norine, Litchfield 320-693-2990

### —1956 *Mark II*—

Available now, 1956 Continental Mark II, 25,000 mile original. Purchased twenty five years ago from the widow of the original owner. Maroon exterior with matching leather interior in good original condition. Please call Cal Fercho at 701-237-6313



For Sale: Very nice, very clean 1996 Cartier Town Car. Assembled in Michigan for export to Canada for executive use. Has unique Daytime Running Lights. Second owner now wishes to sell. 71K miles. \$7,500. Please call Harry Anderson at 612-869-2359 for an opportunity to own this fine car.

# *Preview of Coming Attractions*

The following include scheduled club events

December No club activities planned for December. You are on your own. However if you crave companionship of other Lincoln owners, call up one of your friends in the club and take them out to lunch. As an alternative, you could take your wife out for lunch. Also plan on buying her some good tools to put under the tree. Take some time and write an article for the newsletter. And if you really want to feel good, buy some dog treats and drop them off at your local animal shelter.

January Sunday Brunch. Al Bakers, Sunday, January 16th, 11:30AM. 651-452-0334, 3434 Washington Drive, Eagan, MN. RSVP to Faythe Oberg, 651-739-9754.

February Potluck/Auction with the Classic Car Club. Saturday, February 19th, 5:00 PM at Dick Pellow's car collection, St. Paul, MN. Map and more info in February issue.

March Sunday Brunch. Plymouth Radisson, March 13th. 11:30 AM

April Good Weather Returns. Get the Cars out of the Garage. Sunday Brunch at Chicadees, Woodbury, April 17th, 11:30 AM.

May Whitakers All Lincoln Car Show. 6th annual Show, Saturday, May 7th, 10:00AM to 3:00PM. LCOC Mid-America National Meet, Branson, MO, May 10-15.

June North coast, Sunday Brunch, June 12th, 11:30AM

July 3rd Annual out state All Lincoln Car Show, Juettner Motors, Alexandria, MN. 10:00AM to 3:00PM.

August Tour, LaCrosse, WI. Harry Dahl Ford Car Collection and New Lincoln Dealership. Possible overnight event with other Midwest LCOC regions. Evening on Kellogg Blvd, St. Paul, Mn Date to be determined.

September Northstar Annual Picnic, Roger Wothe's, Sunday, September 11th. LCOC Western National Meet, September 21-25th Sacramento, CA.

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: [Activities@northstarlcoc.org](mailto:Activities@northstarlcoc.org)

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