

NORTHSTAR NEWS

My Pride and Joy

As told by Tom St. Martin....

I had sold my last collector car in February of 1990. For an addicted car nut to be without a special car to call his own leads to all manner of disgruntle ness.

Thus I had set out to find a nice drivable set of wheels. I didn't want to get into a major restoration again. I just wanted a nice car to drive and enjoy.



1948 CONTINENTAL CABRIOLET

I had decided that the nicest looking pre-war car that was both drivable and should be within my price range was the 1941 Lincoln Continental coupe. For nearly two years I had placed ads in various sources looking for such a car. The cars that were available were either way overpriced or were not in the condition that I

My Friend Bob Egan called, he was ready to sell his Lincoln

was looking for. For example, non-authentic paint, gold and chocolate brown two tone. Or an engine conversion, Chrysler FirePower Hemi, be the first to every event!

Then one day in early 1996, my friend Bob Egan called. He was ready to sell his '48 Continental Cabriolet.

I really wasn't interested as I had promised myself that my next car would be prewar. But Bob, being a good salesman, wouldn't take NO for an answer. So we had lunch and after lunch we stopped at

his warehouse to look at the car. The car wouldn't start, and so I thought that this would be the end of it, as I told Bob to call me when he got it running.

Well, two months later, Bob called to say that he had just spent \$741 to get it running and when can you come over for lunch. The lunch date was a beautiful sunny day and we drove the car to the restaurant. It ran well and was very quiet, and no smoke. When we got back to Bob's house we agreed on a price, and the car was mine.

On July 12th, my son Bill drove me to Bob's house where I gave Bob the check for the car. He gave me some parts and mentioned that he had filled the car with gas and with oil. OIL! Sure enough as I drove away the sky turned blue with smoke.

Since about 1990, Bob had spent a lot of time and money on this car. All of the wiring was new. The interior was new. The body had been straightened and repainted, and most of the chrome replated. It ran well, but used about a quart of oil every one-hundred miles. The overdrive did not work.

Exactly one month to the day, July 12, 1996, I received a phone call from Bob's business partner. Bob had died the night before. Would I bring the Continental to the funeral?

1948 was a special year for the Egan's. That was the year that they were married. Bob had bought this car for their fifteenth wedding anniversary. The Con-

(Continued on page 4)

Welcome to the new 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.

This Issue Contains

Feature Car of the Month	1	Monthly Meeting Minutes	4
Club Information Page	2	Directors Message	3
Editors Message	3	Preview of Coming Attractions	6
The Year, 1964	3		

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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.

The New Lincoln Town Car

Ford Motor Company recently unveiled the 2003 Lincoln Town Car, the first of three all-new or significantly refreshed Lincoln models that will debut this summer.

According to Nick Scheele of the Ford Motor Company, "the Town Car has been Lincoln's bedrock." "Its abiding strength, together with the success of the Navigator and LS in attracting a new and broad range of customers to the brand, has given the company the confidence to invest in a long-term growth strategy for Lincoln." Town car customers are extremely loyal. Almost 60 percent are repeat buyers; 65 percent of them say they don't even consider another vehicle. This record complements Lincoln's new products. Nearly 70 percent of LS customers and 60 percent of Navigator customers are new to the Lincoln brand. Brian Kelley, president of L/M states "the new Town Car marks the beginning of a major product initiative for Lincoln. In addition to the new Town Car, the 2003 model year see the launch of the all-new Lincoln Aviator and a major step forward in

the comfort, refinement and sophistication of the Navigator."

Lincoln's goals for the new Town Car were to enhance the qualities that define Town Car-smoothness, quietness, comfort and abundant storage and trunk space-and instill new-found precision in the car's dynamics. The goal of Lincoln for the new Town Car was to exceed the expectations of its large and enthusiastic customer base.

Some of the features that are incorporated into the new offering are:

- The return of the stand-up hood ornament.
- A secondary digital speedometer in the instrument cluster.
- A 44 percent increase in total interior stowage, including a larger glove compartment and better cup holders.
- Dual-zone climate control, and standard heated seats

(Continued on page 5)

The other completely new car in 1948.....

For those of us who can remember that far back, times were good, the economy was accelerating, and the public was clamoring for new cars, new homes, new everything.

Preston Tucker, from Ypsilanti, Michigan was the name on everyone's lips with the promise of his revolutionarily new 1948 Tucker automobile. Although it was 54 years ago, I can still remember my father and his friends talking about the NEW car with the rear engine, that could go over 120 miles per hour. And the unique headlight in the center that moved in the same direction as the wheels. It was going to take this country by storm.

After World War II everyone wanted one of these sleek new cars of the future, but only fifty people ever got one. George Lucas and Francis Ford Coppola bring this story to screen in "Tucker: The Man and His Dream." The movie dramatically illustrates the dangers of a mixed

(Continued on page 4)

Editors Message

Sunday morning, February 24th. The annual pot luck dinner at Ellingson's with the CCCA was last night. And what it fun it was. We had a good turnout of Northstar LCOC members. I am sure that the weather helped considerably. It was in the 50's most of the day, which beats snow and cold for the 40+ mile drive for us up there. There was a very large supply of good food, plus a lot of eager eaters. The auction featured a large variety of interesting items, which quickly changed hands. Ray Kroll of the CCCA did a great job pounding down the gavel, getting top dollar for the CCCA treasury. Many of the members of the LCOC are also members of the CCCA, and it is always fun to get together, for a night of visiting, and talking about cars or just anything of mutual interest. While not everyone in the CCCA owns a Lincoln, we all share the interest of preserving the great cars of an era bygone. Shown below is one of the highpoints of the evening, Webster Peterson modeling a 1954 Buick bumper guard that your editor contributed to the auction.



Also providing Webster and Roy Kroll great assistance throughout the evening was Webs' lovely wife, Kari, who kept the auction items moving right along.

Help...We can always use more help. If you are interested in providing some assistance for the Mid Continent meet in August, please give Bob Johnson a call. Also, we anticipate that the meet information packets will be available the first week of May. Call Roger Wothe for registration material at that time. His number is listed on Page 2, along with the rest of the Northstar LCOC officers. Jay White will need a little help for the annual Whitaker all Lincoln car show on May 18th. Give him a call. It is a free show, with door prizes and free food. If you know of non-members that have interesting Lincolns, ask them to come. This show always builds interest in the club, and helps us get new members.

There are a number of members that have not paid their dues yet. It is expensive and time consuming to send out additional renewal notices, and uses time that can be best served in other areas. Thank you if your check is in the mail.

Please send me information on your favorite Lincoln, so we can feature it in a future issue. It is your newsletter, let us keep it interesting.

Till next month.....-30-

Directors Message

During February, I'm happy to report that the hotel and food contracts with Treasure Island Resort and Casino were approved by the LCOC National and I signed them this week, for the Red Wing Meet.

Meet Registration Chairman, Roger Wothe's phone is (952) 933-9981 at his business. The latest issue of the Continental Comments that had our Red Wing write up had Rogers Fax number as his business number. That will be fixed in the next issue. For the latest information about our meet, go on the internet to: www.lcoc.org, and look up meet information.

Jay White has done a great job getting activi-

ties lined up for this summer. July is the only month that we don't have a planned event, give Jay a call if you know of a activity that the club would enjoy.

My Ebay auction purchase of a 1978 Mark V with 68K fell through. I had too good of a buy and the seller claimed the rear end was going out after I bought it, so he couldn't sell it. I think he only got about half of what he wanted for it, but he had no reserve amount.

This week, I found a 1978 Mark V Convertible in Tacoma, Washington. The price is \$10,500. It is metallic brown with a tan

(Continued on page 5)

(Continued from page 3)
 economy, with its meddling bureaucrats and myriad behind-the-scenes “arrangements” between politicians and businessmen. Preston Tucker was a visionary, innovator, and entrepreneur. His vision was of an automobile on technology’s cutting edge, incorporating an aluminum engine, independent suspension, fuel injection, disc brakes, seat belts, and other innovations not seen outside the racetracks of his day. Vision by itself is not enough, and Preston Tucker needed financing to turn his dream car into reality. From the very beginning Tucker ran into stiff opposition from the Securities and Exchange Commission (SEC), an agency of the federal government. Even his first sales of franchises, almost 1900, brought an SEC investigation. Tucker complained that selling dealerships wasn’t the same as issuing stock, but the SEC investigated anyway. The SEC later caused costly delays in approving the initial Tucker stock offering. By selling stock in Tucker Corporation to the public,

(Continued on page 5)

Directors Meeting Minutes

The meeting was called to order at Whitaker Lincoln-Mercury at 7:00 PM by Regional Director Bob Johnson. Board members present were Harvey Oberg, Dave Gustafson, Bob Gavrilesu, Jay White and Tim Purvis. Roger Wothe was excused. Other members present were Gaye Purvis, Faythe Oberg, Mary Johnson, Brian Carlson, Jim Jacobson and Tim Behr. The minutes of the previous meeting and the agenda of this meeting were approved.

Director’s Reports

Regional Director Bob Johnson reported that there would be a tour of Frank Warner’s car collection in Centuria, Wisconsin on Sunday, June 2, 2002.

Treasurer Harvey Oberg reported that the balance of the treasury is \$3,731.11 with all bills paid.

Membership Director announced that we have a new member, Mr. Ed Haedtke, of Andover, Minnesota.

Projects Director Bob Gavrilesu reported that there were no sales this past month.

Activities Director Jay White reminded everyone of the joint potluck event with the Upper Midwest Region— Classic Car Club of America at Ellingson’s Auto Museum on Saturday, February 23rd.

Special Events

Bob Johnson, Chairman of the 2002 Mid America Meet, reviewed the contract with Treasure Island, the schedule of events, the Continental Comments news release and the list of tasks remaining to do.

New Business

The contract with Treasure Island Resort and casino was approved as presented.

There being no further business, the meeting was adjourned at 8:10 PM. The next meeting will be held on Thursday, March 13, 2002 at Whitaker Lincoln Mercury at 7:00 PM.

Respectfully submitted by Roger Wothe from notes provided by Bob Gavrilesu.

My Pride and Joy continued.....

(Continued from page 1)

Continental followed the hearse from the church to Fort Snelling National Cemetery.

Over the winter of 1996, I pulled the engine from the car. Tom Porter, Adelman Engine, rebuilt it with a lot of modern components inside. Meanwhile I learned a LOT about overdrive transmissions. It was actually more than I cared to know.

I was fortunate to have the use of my friend Jim Elliott’s shop in Bloomington, along with the knowledge of his father, Vern, who used to be service manager for a Ford, Lincoln, Mercury dealer in the 30s and 40s.

The entire drive train got a thorough going over. All new wheel bearings and seals. New bearings in the differential and drive shaft, new kingpins, steering gear box, and an all new overdrive. When Spring arrived, we were ready.

That August we used the car in the upper Midwest Region Classic Car Club of America Nordic Trek CARavan. The trip was just under a thousand miles. We used one-fourth of a quart of oil on that trip.

A new top was put on in 1998, and the car has logged five-thousand miles on the engine rebuild.

Editors note: Our thanks to Tom St. Martin for this fine article on his 1948 Lincoln Continental Cabriolet. These were fine automobiles, capable of cruising all day at highway speeds, and with their fine well developed V12, provided their owners with the ultimate driving experience. We are glad to see that this fine car has been carefully restored and maintained over the years, and remains in the hands of an appreciative owner who actually takes it out and drives it from time to time during the good weather seasons. Imagine, how great it would be to see Lincoln produce a modern day V12 Continental Cabriolet. Let us hope that day will come soon.

(Continued from page 4)
 Tucker was inviting them to join his enterprise, to become part owners and accept the risk of ownership—by sharing the profits of success, or the losses of failure. Funds raised from dealership and stock sales (over \$25 million) provided the money to design and build the first Tucker '48s.

Tucker: A Man and His Dream is the story of a dream extinguished by politicians and the government bureaucrats who worked hand in hand with servile newspapers, corrupt journalists, and probably the big three automakers. Had the Tucker survived, the Big Three automakers would probably have, decades earlier, adopted many of the Tucker '48's new technological and safety features. Some people say that Tucker was doomed to fail from the start. Though Preston Tucker was a charming, persuasive person with novel ideas, it was said that he lacked many of the qualities which were needed for a successful new business venture. All-in all, it is an interesting chapter in the

Directors Message Continued....

(Continued from page 3)

leather interior, and has about 90,000 miles. The car is very nice and can be viewed on www.traderonline.com, or call me if interested.

I was planning on driving the Mark V to Ellingsons car museum, but in Shafer, Minnesota, we had over five inches of snow and now it is very sloppy. Maybe the weather will be better by March 10th for our Sunday Brunch at Kozlak's. See you there in your Lincoln.

Keep the journey continuing in our marvelous Lincolns.

Bob Johnson.

Special Note....

For Sale. 1956 Lincoln engine and transmission. 1956 Lincoln ornament, 1 set of 1956 fender skirts. 1 1946-48 front axle complete.

Wanted: For 1946-48 Lincoln, 26 tooth cluster gear for transmission, 1 set V12 front motor mounts, 1 set of rear fender gravel guards.

Please call Ted Anderson at (763) 561-8143 or write to him at 6224 Brooklyn Drive, Brooklyn Center, MN 55430.

Wanted: Someone driving to the Frederic, MD area. I need two car wheels and a box of automobile items picked up for me. Call Harvey V. Oberg at (651) 739-9754.

For Sale: 2 five window, 1947 Lincoln coupes, and 1 four door (1947) parts sedan. The coupes are restorable. Please call Dale at 218-591-9860 (Duluth area).

For Sale: 1984 Lincoln Continental "Valentino". Color is Burgundy and Silver. The car is in excellent condition and was Ziebart rust proofed when new and has been checked annually. It has a new engine with all new belts and hoses replaced, new radiator, new water pump, new alternator, transmission filter changed, new balanced drive shaft and universal joints replaced.

All new brakes this past year with all rotors replaced. Over the past few years, three suspension air bags have also been replaced. The air conditioning system has been rebuilt this past year, and converted to the new type refrigerant.

The vehicle has Michelin tires with factory aluminum spoke wire wheels. A certified auto appraiser has valued the car at \$7,000 for insurance purposes. Owner will consider \$6,000 or a fair and reasonable offer. Please call Fred at 952-933-4189.

The new Town Car continued.....

(Continued from page 2)
 in some models.

Another Town Car forte— its class leading trunk, has been redesigned for more useable space and easier loading and unloading of cargo.

The Town Car features new halogen headlamps that are 60 percent brighter than last year's dual beam design. High intensity discharge headlamps, which generate twice the light of halogen bulbs, are optional on Cartier models and standard on the Cartier L.

All Town Car models are now fitted with standard 17 by 7 inch "Euroflange" aluminum wheels, which replace last year's standard 16 inch wheels. Euroflange wheels have a distinctively clean appearance because the wheel balancing weights are mounted out of sight on the inside rim.

The front seat hip room of 57.3 inches and legroom of 45.8 inches are superior to the Cadillac DeVille and Lexus LS430. Also featured are power adjustable brake and accelerator pedals which should allow almost any person to find a supremely comfortable driving position.

More to come on this great new Town Car in future issues.

Preview of Coming Attractions

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

- March 3-11 28th Annual St. Paul & Minneapolis Auto Show
Minneapolis Convention Center, Minneapolis, MN
- March 10 Noon Sunday Brunch at KOZLAK'S Royal Oak Restaurant, 4785 Hodgson Rd, Shoreview, MN 651-484-8484. This is a Northstar LCOC Club Event.
- April 28 Sunday Brunch at Tobey's by the Lake.
- May 12-13 31st Annual First Fifty Auto Show & Swap Meet
6:00 am - 5:00 pm Minnesota State Fairgrounds, St. Paul, MN
- May 18 Annual Car Show at Whitaker Lincoln Mercury 10:00 am - 3:00 pm
Whitaker Lincoln Mercury, Hwy 110 at South Robert, Inver Grove Heights, MN
All years of Lincolns, Continentals and Zephyrs welcome. No entry fee. Prize drawings
Call Jay White to volunteer for some needed help.
- June 2 Tour the Frank Warner car collection in Centuria, Wisconsin. Frank has 20-30 old Lincolns along with some classic boats he has restored. More information in the May news letter.
- June Back to the 50's car show at the Minnesota State Fair Grounds.
- June 27 Joint picnic with the Cadillac LaSalle Club at Como Park. The Cadillac Club has some great members and great cars. This will be a fun event. More info to follow. This is on a Thursday night.
- August 22-25 Mid America National Lincoln and Continental Owners Club Meet at Treasure Island hotel and casino, near Red Wing, MN. We need volunteers to help with this event. Please call Bob Johnson at 651-257-1715.
- September 22 Annual Northstar LCOC Picnic at Environments.