

My Pride and Joy....

As told by Karl Flick

This story starts January 1999 with Sharon and I looking for a special interest car to use as a parade car. You see I was elected as parade captain of my Zuhrah Antique Car Club and my '52 Ford Pickup was years from completion and we wanted to parade now.

We were in the Phoenix area vacationing and looking at cars advertised in Hemmings Motor News. Nothing we looked at would make a parade car for years and thousands of dollars. One of the car shop owners said we should go to the Silver Auto Auction in Fountain Hills Arizona. I need you to know that this was my first

visit to a big time auto auction where they would auction off 600 antique and special interest cars in three days. I also need to tell you if you haven't experienced one of these auctions you need to do so.

After we submitted all our financial information, qualified and were given an auction paddle we were off and reviewing three of the four parking lots full of these cars. What fun making notes on the cars we would like to own and talking to the owners and their expectations of the auction. The auction tent was a beehive of action with all the cars lined up and heading for the auction stage.

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Karl and Sharon Flick with their 1937 Zephyr

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 - 2005-2006

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@rea-alp.com
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

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 Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

My Pride and Joy Continued...

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Buying the Zephyr from 40 Feet

I asked my wife Sharon and my son Doug if they would like to go on into the auction tent and watch the process. We sat down and watched two or three cars auctioned off, then up come this grand old car the 1939 Lincoln Zephyr V-12. Holy Cow (actually I said something you shouldn't print) I said what a beautiful car. The Zephyr came from the display lot we didn't visit so, I was unprepared. I didn't know anything about a Lincoln Zephyr except it was a Ford product and I am a Ford man and the auctioneer said this is a #2 car. He also said he couldn't speak for the condition of the V-12 engine. I could see the car was running, it sounded good and they drove it up on stage so it couldn't be anything that terrible.

I said to Sharon (my son hadn't sat down yet because he found some friends from Minneapolis) I like this car and would bid on it from 40 feet just as a practice for something that might come along later that day. Well I set what value this car was worth in my head

and would bid up to 50 to 60% of what I thought it was worth. Well I need to tell you in about 2 minutes when the auctioneer and his co-workers said we were the owners of a 1939 Lincoln Zephyr Coupe Sedan I about fainted. Sharon was sitting with her head in her hands saying something like what have you done. The audience seemed to like what was going on and a newspaper reporter immediately descended upon us and was taking photos for the local newspaper. My son came over from visiting his friends and asked what happened and Sharon said Karl just bought that big old car going down the auction ramp. We (including the reporter and several interested buyers) followed the car back to the parking lot. We found the car body and interior to be in exceptional condition and the car just sparkled in the Arizona sun. We now had a lot of on lookers asking about our new car, one fellow who was bidding against us said he wished he had bought the car.

The Zephyr needs help

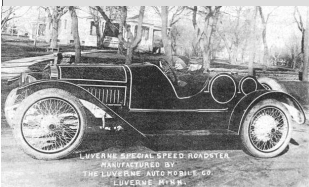
Well we liked the car and took it out for a short drive.

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Trivia from the Internet

Last of the Luvernes
by Joseph Hart

KIP SUNDGAARD REACHES through a broken window on his garage door and throws a switch. "High security," he jokes, as the door hums open. It's dim in the garage; light filters in through a blue plastic tarp that substitutes for a door on one of the stalls. A jumble of old motorcycle parts and glass jars of miscellaneous hardware fills the shelves. Skis are stacked across the rafters, a testament to Sundgaard's Olympic ski-jumping days. At one end of the garage stands a late-model Chevrolet; the other end serves as a stable for a pair of skittish horses.



Amid the clutter and lovingly swaddled in tattered quilts is Sundgaard's treasure: a 1909 Luverne 30--the last surviving touring car built by the Luverne Automobile Company, one of

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Editors Message July 2006

My how quickly time goes by. It seems as though we just cranked out our first "new looking" newsletter for the Northstar Region, and we are now up to the sixty-first issue. It has been a lot of fun over these five years, meeting new people and learning just how much they love their cars and the hobby in general. We are slowly growing the club, and I think the secret for our success is that as a group we have fun at our monthly events.

We had a nice turn out for the picnic, hosted by Ray and Jeanine Nelson on June 17th. Some thirty-five club members gathered for a nice afternoon at Ray and Jeanine's, viewing Ray's superb collection of mostly Lincolns, enjoying the great picnic fare, and just catching up on visiting. This seems to be what we do best, and we should do more of this. Our very sincere thanks to the Nelson's for sponsoring this excellent afternoon.



Faithie about to start out on her latest adventure, riding in style, in a Lincoln, of course.

Friday, June 23rd, was take your dog to work with you. Faithie, is shown buckled in the back seat of the Town Car, ready to go with her dad on his rounds for the day. She got to meet and greet a whole bunch of new people and at the end of the day, I can report that

she was truly "dog tired".

Don't forget the July event, our out state car show, being held this year at Bliss Lincoln-Mercury in Faribault on July 15th. Food and good times await those attending. Plan on bringing your Lincoln down there from 10:00AM to 3:00PM. Bob Bliss will be serving us lunch and will also have a tent to shield us from the sun.

We would also like to remind you of the overnight tour to visit the "Orphan Car" collection of Dick and Bev Koop's, in Verona, Wisconsin on August 19th. There are more details of this trip on the last page of this newsletter. Plan on going and make your reservations now for the motel that we will be using. It will be a very busy weekend, definitely one that we will remember for a long time to come.

There are a lot of good car shows to attend almost anywhere in our state. Just check in at www.autoswalk.com on your p/c, every weekend, from now through October, there will be a good show near you. Remember, there are never enough Lincolns at any show. Always, plenty of Chevy's, Fords and other of the more popular cars, but get your Lincoln out and show it to others. Better yet, convince them to buy one and join our club.

As you travel in your Lincoln this summer, be sure to introduce yourself to other Lincoln owners out there who are not club members. Let them know about the LCOC and the Northstar Region. Get their name and phone number so Bob Johnson can give them a call and try to sign them up. There are a lot of interesting folks out there who enjoy Lincolns as much as we do and would benefit by being club members.

Till next month, David, Marion and Faithie, the Samoyed, who will be enjoying the 4th of July taking the Lincoln out for a joy ride.

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Minnesota's two attempts at car manufacturing. The Luverne is longer than the Chevy, taller than the horses, and better-looking than either: Its sheer size and gleaming brass make it seem more like a ship than a car.

Around the turn of the century, when it was built, the ability to motor a half-dozen people and a heavy wooden contraption over country horse-tracks was far from settled. Companies out east were still toying with steam and electric cars, while others tinkered with simple gas-powered models. Ed and Al Leicher, Luverne's founders, were busy at the time making horse carriages. Legend has it that when the richest farmer around announced he'd be switching to motorized transportation, a light bulb went on. "It started me thinking," Al Leicher explained in a 1953 interview, "maybe we should get in on the ground floor building cars."

It's a little bit like worship to fold back

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June Board Meeting....

BOARD OF DIRECTORS MEETING

June 8, 2006

Regional Director Bob Johnson called the meeting to order at 7:05 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, Bob Roth and Roger Wothe. Other members present were Faye Oberg and Tim Behr. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reviewed the proposals from Duluth for the June 26 – 29, 2008 Mid America Meet. The Board unanimously approved the proposal from Duluth. Bob also reported on the Gilmore combined LCOC, LOC, LOZ and CCCA meet. The event was terrific with many trophy winners from our region.

Secretary Roger Wothe has contacted a supplier of lanyards and is waiting for a proposal.

Treasurer Harvey Oberg reported the treasury balance to be \$3,570.63 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have about one hundred thirty-seven renewed memberships. He still needs "My Pride and Joy" articles. Dave will have the Directory ready for distribution at the Nelson's picnic and copies will be mailed to those not attending.

Activities: Fourth Annual Outstate Classic Lincoln Show will be Saturday, July 15th from 10:00 AM to 3:00 PM at R.C. Bliss Lincoln-Ford-Mercury in Faribault, MN. Driving tour to Dick and Bev Koop's August 19th. Call for reservations. The annual fall picnic will be at Roger and Barb Wothe's Environments in Minnetonka on Sunday September 24th at 11:30. We have received a request from long-time member Francis Kalvoda to have an Outstate Show in Willmar MN. The Board will consider his request for the 2007 season activities.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Culver's Restaurant on I-94 and Ruth Street in Maplewood at 7:00 PM.

Respectfully submitted by Secretary

We Welcome These New Members:

Bob Gyurci, Bloomington, MN. Bob owns a 1973 Continental Mark IV

Tom Morgan, Hudson, WI. Tom may be seen driving a 1978 Mark V Diamond Jubilee.

Roald Storvick, Austin, Mn. Roald is the proud owner of a 1999 Continental.

Corrections to our directory should include:

Rod and **Pat** White, Austin, Mn.
Phone 507-437-3526.
email: rdwhite@smig.net

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the Luverne's bonnet and admire the 30 horsepower engine, its gritty cylinders big as liter bottles, spark plugs as wide as shot glasses. To drive a car like this, Sundgaard assures me, you have to be an engineer: It's got a hand-cranked starter, a geared hand choke on the steering wheel to adjust carburetion, plus the throttle, the clutch, and a blow-by (early carmakers thought the exhaust system stole power from the engine and let drivers bypass the tail pipe on steep hills). All this adjusting, along with the car's own fits and starts, gave early roadsters a jerky, slapstick air.

It isn't the engine, however, but the body itself that shows off the Leichers' carriage-making abilities. It looks like they simply started fitting their standard buggies with motors instead of horses.

The Luverne 30 features a design that became the company's signature: It's boxy, with a clean, sharp line running from the radiator to the back seat. In later models, the Leichers elimi-

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Directors Message

by Bob Johnson

July 2006

On June 15th the North Star Region lost a good friend with the passing of Marjorie Warner, wife of Frank Warner, of Edina, MN. Marjorie lost a two year battle with pancreatic cancer. Many of you know Marjorie and Frank as they were regulars at most of our events, and hosted the region in 2003 at their Centuria car collection. A complete article about Marjorie is in this newsletter.

The Eastern National Meet at the Gilmore CCCA Museum, on June 3rd was a terrific event with the LOC, LZOC, CCCA participating with the LCOC. Many older Lincolns, 1920's thru 1940's were displayed. A list of trophy winners for the region is written up else where. The Gilmore Museum was worth the trip all by itself, what a great place to preserve our motor car history.

At the June 8th Board Meeting, the Board unanimously approved holding the 2008 Mid America National Meet in Duluth, in the Canal Park area next to Lake Superior, on June 26th thru June 29th. Because of the unpredictability of the weather, we will have the car show inside at the DECC (Duluth Entertainment and Convention Center), on the arena floor. The Banquets will also be held at the DECC, our host hotel will be The Inn on Lake Superior. We now have two years to plan this meet, anyone interested in helping please contact any of our Board members.

Our June event was a Picnic at Ray and Jeanine Nelson's, Princeton MN, Saturday, June 17th. About 35 members attended, with Jeff Eisenberg winning our door prize, a Black Lincoln Flag. Ray and Jeanine's BBQ was very good and was topped off by Jeanine's tasty home baked pies. This will again be one of the highlights of the summer. Thank you, Ray and Jeanine for having us back for the second

time. It was great to see Nelson's beautiful home in the country, and a very nice car collection. The rain held off until everyone was on their way home, it was a fun day with friends and great hosts.

In July, we will hold our 4th Annual Out State Lincoln Car Show at RC Bliss Inc. Bob Bliss Ford, Lincoln and Mercury is located in Faribault MN, less than one hour south of the twin cities. This car show will be on Saturday, July 15th, 10 AM to 3 PM. Bob is a long time member of the LCOC and Region, please take the time to cruise down to Faribault and enjoy some beautiful Lincolns. Bob and his son Jeff will provide a tent for our comfort and a lunch.

August is almost here, make your plans now. On Saturday, August 19th, we will caravan and have over night trip to Dick and Bev Koop's, to see their Orphan Car Collection and picnic in Verona, (Madison) Wisconsin, and then Jack and Marilyn Fletcher have invited us to caravan to Poplar Grove, Illinois, on Sunday, August 20th to attend the Lake Shore Regions Annual Picnic, held at Fletchers home, and a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum.

Call now to reserve your room for Saturday night, August 19th, at Country Inn and Suites, 6275 Nesbitt Road, Madison WI, phone number 608-270-1900. Rooms for your reservation will be held until July 19th. Room rate is \$72.00 plus tax. When you call mention that you are with the Lincoln and Continental Owners Club to get the reduced rate.

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

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nated outside door handles for a sleeker effect. The running board makes a parallel, and the fenders ride independent from the body. The hood and the doors are faced with sheet metal, but the rest of the body--including side panels, wheel spokes, the steering wheel, and even the frame--is fashioned by hand out of poplar and ash.

The engine, transmission, and clutch were all shipped in from other manufacturers. The brothers would attach the imported parts to a dummy car and perform test runs on the back roads of Luverne, Minnesota. A team of about 20 workers pitched in on the handiwork, stitching cloth tops, soldering the copper tubing for the engine-cooling systems, and fashioning the wooden bodies. The paint job alone took two full months; workers applied 22 coats, and hand-buffed between each one. Unless a customer paid for a custom job, the Leichers' cars came out of the shop "Luverne brown." (Sundgaard's model was repainted robin's egg blue by his father some years back.) The color gave the company the slogan that graced its advertisements: "They are big, and long, and brown, and strong."

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Pride and Joy Continued..

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Well the Zephyr had no power and barely made its way out of the parking lot. We drove it around the foothills of Fountain Hills and the car soon overheated and we were stalled about a mile away from the auction. Now what do we do with a car that barely runs and we are 1,600 miles from home. We got the Zephyr back to the Auction parking lot and left it for the weekend. We were staying with my mom in Tucson and had time to figure out what to do with this car.

I'm a Lucky Guy

I had my Hemmings Motor News with me and was reading up the Lincoln section. To my luck I found a fellow who just moved 40,000 pounds of Zephyr and pre '49 Continental parts with him to Fountain Hills Arizona. I always say I'm a lucky guy and the harder I work the luckier I get. Well I called this Bob Boos in Fountain Hills and he said I bought the car he wanted at the auction. It just so happened there was a second auction in town on the same day and Bob couldn't be in two places at once and was buying Lincoln parts at the second auction while I was buying the car he wanted. Bob also said we made the newspaper in Fountain Hills and he would save the half page article with several photos of Sharon and I with the car and with Sharon with her head in her hands.

Bob said to bring the car over to his place when we get back to Fountain Hills and he would see what the problem was. It just happens his new place was within two miles of where we bought the car. We took the car for a drive and Bob said the car was running on 6 cylinders. We tested the spark and found it was dead on the passenger's

side because one of the two coils was dead. Bob said if we could leave the car for a couple weeks he would repair the car.

The Zephyr runs again

We went back to Fountain hills late in March, and Bob had the car running as good as he could with the old tired V-12 engine. We knew then this would be a bigger project than we had bargained for, however the car was still beautiful. After driving the car back to Tucson to visit again with Mom we had a great time with the car. It just happened while we were in Tucson there was an Antique Auto Club of America (AACA) car show in town. We took the Zephyr to the show and found a lot of the contestants were interested in our car and met a lot of nice Lincoln Zephyr and Continental owners who suggested we join the two national Lincoln Clubs. We left the AACA car show with a good feeling about the car and new Lincoln friends we meet. It just so happens these people are very instrumental in the success of the National Lincoln Clubs, so here we are lucky again to make these contacts. We drove the car back to Scottsdale and shipped the car back to Minneapolis.

The Lincoln Zephyr sure was a beautiful car and we learned to parade the car with our Shrine friends while having a lot of fun. We found the car was fun to drive but wanted to overheat in parades on warm or hot days. Some of these parades were 60-80 miles away and found the going slow and the car would really smoke on start up. Soon after August the engine blew a water leak in the aluminum heads and the car was done for the Season.

Rebuilding the V-12 Lincoln engine.

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This motto, with its clumsy rhyme scheme, says a lot about why the company failed. While Henry Ford built Fords, Ransom Olds built Oldsmobiles and the Dodge brothers built Dodges, the Leichers took the name of a dusty one-horse town in southern Minnesota. And in the end, they were simply no match for the tycoons of Detroit, building only a few hundred cars before going out of business in 1916.

Thousands of small automobile companies had sprung up at the turn of the century, bridging the gap between the age of craftsmanship--when small-town carriage makers built cars to order--and the age of mechanized assembly. One of those little companies was the Ford Motor Company, formed in 1903, the same year Luverne opened its doors. But unlike the Leichers, Henry Ford was a new-world industrialist, using low-cost materials and new ideas about labor (he invented the assembly line, for one thing) to build cars quickly and cheaply. The Ford Model T came out in 1908, costing a mere \$650 compared to the Luverne 30's price tag of around \$1,500. Over 15 million Model Ts were sold over the next 20 years.

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Pride and Joy continued...

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Sharon and I had fallen in love with the Lincoln by now and I now knew what the car was all about. After much work and research I also learned most of the good and bad regarding the mechanicals. I wanted the car to not just be a beautiful parade car but we also loved to travel in the car. To make a reliable car for longer trips (100 to 2,000 miles) I would need to make some big decisions and spend some money. I decided I would rebuild the engine to get extra power and long-term reliability. I also needed to find a two-speed axel to make these longer trips more comfortable. Safety needed to be factored into this work, which would require tires and a rewire of the car to improve lights and starting.



The rebuilt Zephyr V12

First came the wiring. I found Gary of S&M Electronics in Blaine who would first install a new original style 6-volt wiring system that would pass as original. We then converted this to 12-volts for reliability of lights, starting and new accessories such as electric cooling fan, and electric fuel pump. Now the car starts on the first top dead center piston. We can also see where we are going at night with halogen lights in the original light housings and lenses. The electric fan keeps the engine cool in parades.

I found a Columbia two-speed axel with Merv Adkins in Rancho Cucamonga California. I then found Cliff Hellings of

Watertown MN, Who specializes in pre 1953 Fords. Cliff was a find; he helped with the installation of the Columbia and also with the removal and re-installation of the rebuilt V-12 engine. I also worked with Cliff to rebuild my brakes.

Tommy Porter of Adelman Engines now in Blaine MN, specializes in Ford flat head engines and also rebuilds Lincoln V-12 engines. Tommy let me work along with him on the engine rebuild. Tommy showed me how to port and polish and relieve the engine. Tommy installed hardened valves from a 350 Chevy (I know this doesn't sound right) had the crank ground, new bearings and a heavy-duty oil pump. Tommy also made special parts for the oil pan, and deflectors behind the water pumps. I found Jon Scobel in California who was making aluminum finned heads and tri power manifolds for the V-12. Jon is a Lincoln club member an owner of a foundry and pattern shop. Boy was I excited when I got these parts installed on the engine. I got everything put together by spring of 2000.

Tires were still a problem, Coker had promised me for two years they were building 16-inch tires with the wide white walls. I finally called Diamond Back Tire Company in Conway SC. Bill Chapman (owner) was very helpful and I now have Steel Radial tires with the wide whitewalls. The car now rides much better and much safer with these tires.

The Traveling Zephyr

Since 2000 we have put about 12,000 miles on the car with many 500 to 1,600 mile trips. Last year we had a great trip with our Shrine Friends and our cars to the Rapid City SD. With two parades in Rapid City and the Mountains to include Mt. Rushmore and Crazy Horse, we had a great time. As you can see we

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Fighting for survival, Luverne went after the high-end market. These were the days before "hand-crafted" was a selling point; it was just the way things were done in small towns in the mid-west. The company emphasized the ruggedness of its cars. An ad for the Luverne Montana Special, for example, boasted of its monstrous 50 horsepower engine and its 126-inch wheel base (two feet wider than that of today's average truck). At \$3,000, the Montana came delivered and equipped with a windshield, a bumper (a Luverne innovation according to Curt McConnell's *Great Cars of the Great Plains*), and the standard Luverne paint job and mohair top.

Despite these efforts, the final nail was driven into the Luverne coffin when the General Motors alliance was forged. With its standardized parts and pockets deep enough to buy everything from tire manufacturing plants to congressmen, GM drove small car manufacturers out of business everywhere.

The Leicher brothers threw in the towel and turned their attention elsewhere--to outfitting

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Pride and Joy continued

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enjoy the car. We also participate in 10 to 12 parades a year in the 7 county metro area, and additionally parades in the 5 state areas that includes our Midwest Shrine Club.



Karl behind the wheel of the Zephyr in a South Dakota Shrine Parade.

I continue to upgrade the mechanicals on the car with the idea to keep it as original as possible but adding safety and convenience items along the way. This is now what most people would call a resto-rod. We get a lot of thumbs up no matter where we are going. I hope to see all of my Lincoln Friends on the highways this year.



The Classic Zephyr Look
How can you not love them?

I want to give the officers and members of the Northstar Lincoln club a big thank you for all the good work they are doing to promote the Lincoln Badge and work on social events and the Northstar news. Keep up the good work.

Karl and Sharon.

Nelson's Picnic...

The threat of rain did little to dampen the enthusiasm of the approximately thirty-five Northstar members attending the picnic at Ray and Jeanine Nelson's lovely home near Princeton. Traditional picnic fare was served up and included grilled to perfection hamburgers, chicken, potato salad a lot of other good food too. Home baked apple pie was the perfect desert.



Our host, Ray Nelson with a Gilmore commemorative poster, a gift from the Lincoln Club.

Distant members attending, included Allen and Mary Lee Bundgaard from Breezy Point. Allen was caught driving a lightly used Jaguar Vanden Plas Saloon, a neat looking car. Ron Fenelon also drove a ways, coming down from Alexandria.

The club furnished a Black Lincoln Flag as a door prize and it was won by Jeff and Rori Eisenberg.

Our thanks to Ray and Jeanine Nelson for inviting the club back again for a great afternoon of food and fun. The best part, the rain didn't show up till most of us started back home.

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fire trucks and to car repair. For years, there remained a handful of Luvernes in the basement of their old factory. But in 1936, according to Al Leicher's grandson, Jim, at the height of the Depression, a junk man bought all that was left. "I still have a vivid memory of the junk man pulling those cars out," he said in *Great Cars*, "and with a torch, cutting them in two, right out in front, and hauling them off."

Barring another depression, Sundgaard figures he can protect this last remnant from the junk man, although it's pricey keeping the old car running. A few years ago a main bearing went out, and Kip spent hundreds having it fixed: Replacement parts must be hand-made. And as he freely admits, he's no mechanic. Sundgaard can't even get the Luverne started with the hand crank, but tows it with his tractor until the engine coughs to life. His dad could start it with the flick of a wrist, he explains apologetically. "I never paid that much attention to it. My dad knew how to keep it going, and I guess all the secrets died with him."

From the Internet.....

In Memoriam Marjorie Warner 1925—2006

It is with great sadness that we report the passing of Marjorie Beddor Warner, beloved wife of Frank Warner, on June 15, 2006. Marjorie had been undergoing treatment for pancreatic cancer which was diagnosed about two years ago. Marjorie along with Frank have been long time members of the Lincoln Club.



Frank and Marjorie Warner at the Northstar picnic, September 2005

Marjorie graduated from West High School and was Minneapolis' first female Life-Guard in 1943. An athlete and animal lover, Marjorie sailed, water skied and rode horse back at Lake Calhoun and Bone Lake, WI. A founder of the University of Minnesota Ski Club, she graduated from the University of Minnesota with a degree in Business and Home Economics in 1948. After graduation, Marjorie worked for GE and after a while switched gears and entered the real estate profession and eventually became one of the top sales producers for Bernal-Smaby and Edina Realty.

She married Dr. V. Richard Zarling in August 1948 and grew her family of ten: Cynthia Zarling (Steve Moore), Suzanne Kearns (John), Chris Kellogg (John), Richard Zarling (Charlene), Anne Zarling, Elizabeth Metzler (Gary), Teri O'Rourke (Bill), Pauline Fitzgerald (Rick), David Zarling (Kelly) and Daniel Zarling (Christine).

In 1974, Marjorie opened a favorite chapter in her life and married Frank A. Warner, and extended her family to include Suzanne Weil, Sheila Dickenson (Jim), and F. Todd Warner. In her later years, Marjorie had many passions including training service dogs to help the disabled through Helping PAWs, golf, tennis, antique and classic cars and boats, and competitive ballroom dancing. Daughter of Frank and Genevieve Beddor, Marjorie is also survived by loving brothers and sisters, Frank Beddor (Marilyn), Bill Beddor (Bea), Nancy Bartel (Gib), Sue Nystrom, and Judy Murphy (Robert); and twenty one grandchildren.

For those wishing to honor the memory of Marjorie Warner, contributions to the American Cancer Society-Hope Lodge, or Helping PAWs, Inc.

IMPORTANT NOTICE

OUR July 13th BOARD MEETING WILL BE HELD AT CULVERS I-94 AND RUTH STREET EAST SIDE OF ST. PAUL MEET AT 6:00 FOR DINNER, WITH THE MEETING TO FOLLOW AT 7:00PM

East on I-94 to Ruth Street, turn left, cross over freeway. Right on frontage road. West on I-94, exit at McKnight. Continue on frontage past Sun Ray Center.

Great Things happen at Gilmore..

The LCOC Eastern National Meet was recently held at the Gilmore Museum, Hickory Corners, Michigan, in conjunction with the Classic Car Club of America. Some of the country's finest examples of Lincoln's and other classics participated in the event, which ran from June 3rd to June 5th.

Our part of the country did fairly well, with a number of members bringing home awards and trophies.

LCOC awards went to Tom and Gunta Brace for 1937 Lincoln K two window sedan. They received a 2nd place. Ray and Jeanine Nelson received a 3rd place for their 1957 Mark II. The 1937 Lincoln K, LeBaron Roadster, belonging to Tim and Gay Purvis garnered a 1st place.



Bob Johnson's Mark VII Custom

have a 3rd Emeritus Award for the Zephyr. Bob and Mary Johnson's 1989 Mark VII Convertible received a 2nd Emeritus Award. Harvey and Faythe Oberg, always favorites with the judges, received a 1st Emeritus Award (for the second time). Tim and Gaye Purvis also received the Edsel Ford Perpetual Trophy for their 1937 Lincoln K.



Al and Kathy Longley's 1947 Cadillac

was awarded the Touring Class, 1st Place and Best Original Car Award. Tim and Gay Purvis won again with the 1937 K, the Senior Custom Award, 1st Place. The 1941 Continental Cabriolet belonging to Harvey and Faythe Oberg received a Premier Award. Al and Kathy Longley received a 1st Place Primary Production award for their 1947 Cadillac Convertible Coupe, restored to perfection, a beautiful yellow in color. Congratulations to all.

Jack and Marilyn Fletcher, Popular Grove, IL, received a 1st place for their 1971 Continental sedan. Lloyd and June Pearson, who have a 1939 Zephyr three window coupe, now

Receiving CCCA Awards. Byron and Alis Olsen's 1935 Lincoln Three Window Sedan

Great Automotive Buys...

For Sale

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

For Sale

1947 Lincoln Continental Coupe

Needs restoring, no motor in car. Have complete V12 Engine. Front and rear bumpers have been rechromed. Gas tank has been cleaned and coated. Have all chrome grille parts. Body is good - No Accidents Fairly priced at \$4,500.

Also have a 1956 Lincoln engine \$300
1956 Lincoln fender skirts \$150

Call Ted Anderson at 763-561-8143

Parting Out

1952 Lincoln Capri Four Door Sedan

**Call Gary Ofstedahl at 507-433-7649
For your needs**

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

Ron Fenelon, club member, Alexandria, MN, 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 \$4,500.

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 Both Factory Interiors Available...

1979 Mark V Collector Series Factory Kasman Blue Velour Interior Components. Both bucket seats, Seat adjusters available, both rear seat cushions. Padded leather console, padded leather dash cover, both dash face plates. In above average to good condition. Make me an offer (not ridiculously low!)

Call Ron Fenelon at 320-763-4197 or email rlf8536@rea-alp.com for more details on these Lincolns

For Sale

1979 Lincoln Mark V

Burgundy, good condition inside and outside. Stored winters, no rust! 105,000 miles, new tires. \$2,900/offer
Call Kristen Kenney at 612-751-3433

1969 Mark III

***The feature car of our May issue
is now for sale. Contact Bill Juring at
651-484-2799***

150 - LINCOLNS - 150

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

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

Please call Gordy Jensen at 952-851-2721

STORAGE AVAILABLE

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact
Gary Rosenwinkle

952-941-3700

Preview of Coming Attractions

The following include scheduled club events

- July July 15th, Our 4th Annual Out State Car Show – Southern Minnesota
Bob Bliss Ford Mercury Lincoln, Faribault, MN July 3rd, Princeton, MN, Sesquicentennial Car Show. Mark Park, 405 South 11th Ave. 12:00PM to 5:00PM
July 4th Chanhassen Classic and Antique Car Show. 10:00AM to 2:30PM
600 West 78th Chanhassen.
Lakeville, MN Pan-O-Prog Evening Car Show. July 8th, 5:00PM to 8:00PM
Admission \$2.00 Registration 4:30PM
- August Caravan tour/overnight to Dick Koop's Orphan car collection, Verona, Wisconsin
Details on back page. Also, see Bob Johnson's Director's column.
- September Annual Region picnic at Roger & Barb Wothe's Environments.
Sunday, September 24th 11:30 AM
LCOC Mid-America National Meet, Indianapolis Indiana, September 14th -18th
- October 3rd Annual Car Show at Coon Rapids Lincoln - Mercury. Saturday, October 7th,
10AM to 3PM
- November Year End Sunday Brunch, November 19th 11:30 AM, Al Bakers, Eagan, MN.
- 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

BACK ISSUES OF THE NORTHSTAR NEWS ARE 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.

The Willmar Club announces the 2006 Car Buff's Breakfast Schedule. Member Francis Kalvoda, of Willmar invites all Lincoln Club members to join the Willmar Car Club for a 9:00AM breakfast on the FIRST Saturday of each month, May through November. Door prizes and announcements follow the breakfasts. The following are the dates and locations for the 2006 breakfast tours.

July 1, New London, McKale's Family Restaurant, corner of Central and Ash.
August 5, Granite Falls, DeToy's Family Restaurant, 845 Highway 212 West.
September 2, Olivia, Max's Bar and Grill, 2425 Highway 212 West.
October 7, Melrose, Funky's Restaurant and Lounge, 203 East Main Street.
November 4, Willmar, West Central Industries, 1300—22nd St. SW. (North of Kandiyohi County Recycling center)

Fourth Annual "Outstate" Lincoln Car Show - July 15th, 2006



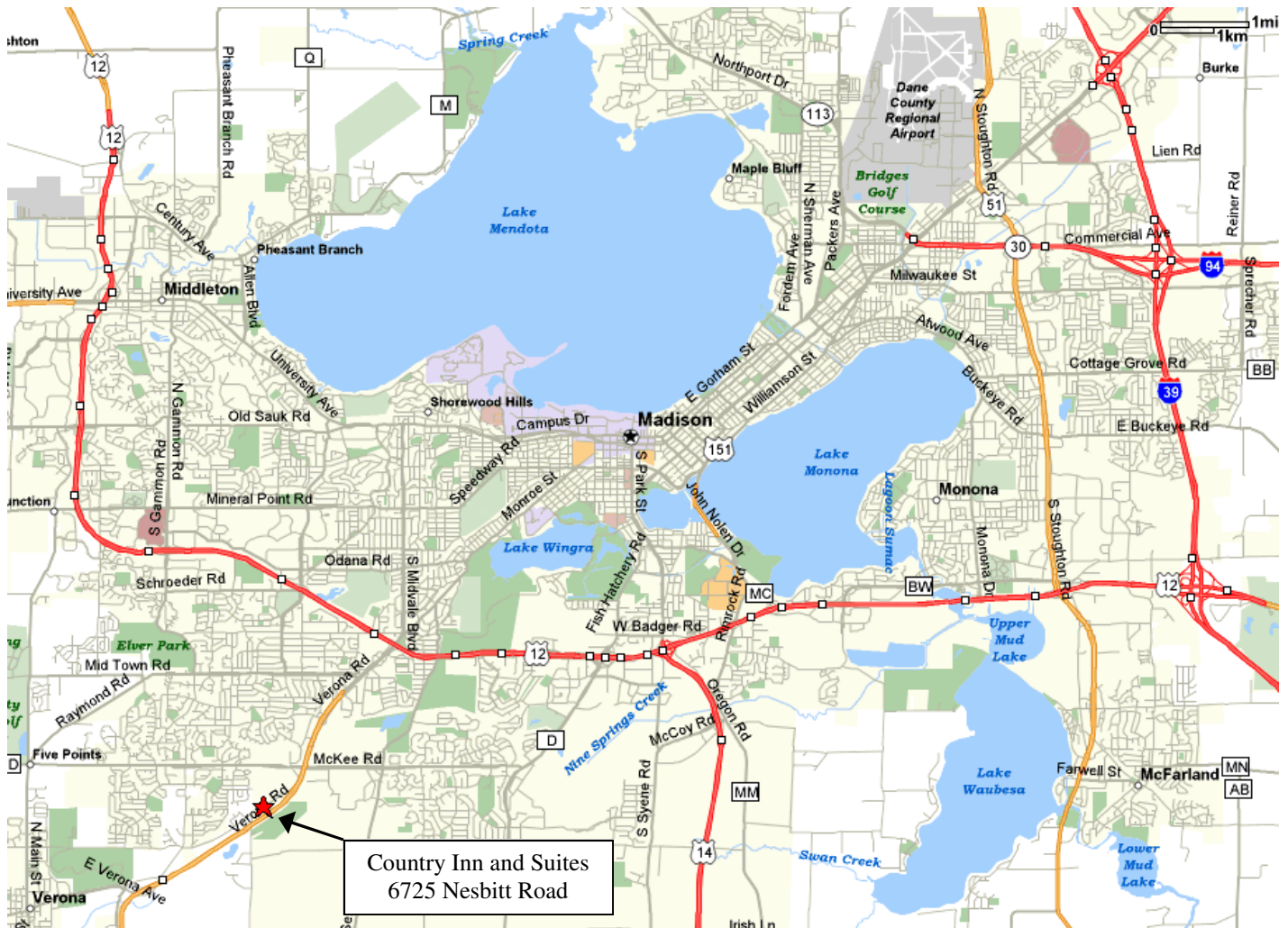
Reserve **Saturday, July 15th** for our forth annual "OutState" Lincoln show.

This year Bob Bliss has invited the club to his Lincoln Mercury Dealership in Faribault, MN. Easy to get there, 35 Miles South of Burnsville, Interstate 35 to 21, South on 21 to RC Bliss.

10AM to 3PM, we will see you there. As always, Lincolns of any age are welcome. Owners too. Invite your friends who love old cars to attend. Let's make some new friends and sign up some new club members. The weather should be good, and it is only about 45 minutes South of the Twin Cities. Bob Bliss Lincoln Mercury will be buying lunch, all you have to do is bring your Lincoln and join in the fun.

Location: RC Bliss Lincoln Mercury, 901 Lyndale Ave, Faribault, MN.

ORPHAN CAR TOUR PLANNED FOR AUGUST 19TH.



Saturday, August 19th, we will travel to Verona, Wisconsin to visit with Dick and Bev Koop and see their orphan car collection. A picnic will follow the tour with much socialization lasting to the late hours of Saturday night. Sunday morning, we will get up with the chickens and drive down to Poplar Grove, Illinois and have a pancake breakfast at the Poplar Grove Airport and Vintage Wings and Wheels Museum. Later on Sunday, we have been invited by Jack and Marilyn Fletcher to attend the LCOC Lake Shore Regions Annual Picnic, which will be held at their home. Later that day, when exhausted of food and friendship, we will return home to the Twin Cities, full of memories of the good times we had over the weekend.

Dick Koop has arranged with the Country Inn and Suites, 6275 Nesbitt Road, in Madison for good accommodations for the unbelievably low price of \$72 per night, plus tax. A block of rooms will be held until July 17th at this price for those planning to attend. Phone 608-270-1900 to reserve your room. Please advise the Inn that you are part of the Lincoln Club to secure the reduced rate. This will be one of the premier events of 2006. Don't miss out on all of the fun.

Further details in the August Issue. However, get your reservations in NOW!