

# NORTHSTAR NEWS

## Our Pride and Joy



Jeff and Becca own this 1928 Dual Cowl Phaeton

*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.*

Article courtesy of Old Cars Weekly and Brian Earnest.

It's hard to imagine an automobile as spectacular as Jeff Schreiner's 1928 Lincoln dual-cowl phaeton ever being unloved or unwanted. And thanks to an extensive restoration a couple of decades back, the big luxury Lincoln is in nearly perfect condition. It is simply a fantastic automobile from head to toe — a true dream machine, especially for lovers of pre-war Classics.

Yet not long ago, the car sat in the dark as the years ticked by, locked away and hidden from the eyes of guys such as Schreiner who were dying to find such a machine of their

own.

"I just happened to stumble across it, really," said Schreiner, a resident of Fall Creek, Wis. "It was at a museum. A guy in Maryland owned it and it was restored sometime in the '80s, and he passed away and it sat for about 20 years. His nephew inherited it and the nephew didn't want the car. He didn't know anything about cars, so I ended up buying the car from him. It had been in the museum for a few months, on consignment.

"But after the owner died, from the early '90s all the way up through 2011,

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Members and guests are welcome to attend the Board Meetings which are held the *first* 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.

## The Magificent 1928 Lincoln

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it sat. It was out in Maryland just sitting in the guy's pole shed."

The nephew's loss was certainly Jeff and his wife Becca's gain. They bought the car in October 2011 and their appreciation for the car has grown with each passing month.

"I was looking for a Cadillac, Packard — anything from this era. When you are talking Classics, this is a Classic car. I just love the looks of it," Schreiner said. "I didn't realize how popular this would be until I bought it, got it cleaned up and started bringing it to shows. Everybody just goes nuts over it."

By 1928, Lincoln had already established itself as an admired builder of high-end automobiles, but the country's early days didn't point to a long and prosperous existence for the company. Company founder Henry Leland opened the Lincoln Motor Company's doors in 1917. That was 15 years after he had taken one of his new engine designs —

Leland's company of Leland and Faulconer had improved engines and transmissions for Oldsmobile — to the directors

of the Henry Ford Company. At that point, Henry Ford had fallen out with his namesake company and the Henry Ford Company was looking to liquidate its assets. Leland encouraged the company's backers to build a new car with Leland's new engine. The company brain trust renamed the endeavor Cadillac.

Leland eventually sold the Cadillac operation to General Motors in 1909, but he and his son stayed on until 1917 when GM founder William C. Durant refused to build Liberty aircraft engines. After the war, in 1920, Leland formed Lincoln Motor Company to build cars. Ironically, Henry Ford bought out Lincoln



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Trivia from the Internet



The Ford TriMotor  
1926 - 1933  
At the Shafer International  
Airport airshow

The **Ford Trimotor** (also called the "Tri-Motor", and nicknamed "**The Tin Goose**") was an American three-engined transport aircraft that was first produced in 1925 by the companies of Henry Ford and that continued to be produced until June 7, 1933. Throughout its time in production, a total of 199 Ford Trimotors were produced. Although it was designed for the civil aviation market, this aircraft was also used by military units and was sold all over the world.

The story of the Ford Trimotor began with William Bushnell Stout, an aeronautical engineer who had previously designed several aircraft using principles similar to those of Professor Hugo Junkers, the noted German aircraft designer.

In the early 1920s Henry Ford, along with a group of 19 other investors including his son Edsel, invested in the Stout Metal Airplane Company. Stout, a bold and imaginative salesman,

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Editors Message

January 2013

We are at the start of a new year. While we can't turn the clock back and fix our mistakes, we sure can try harder over the next twelve months to make 2013 better than 2012. We all make those "New Years Resolutions", most of us know that they tend to fall into much the same category as winning the lottery. As far as the Lincoln club is concerned, we really will try to make it a little nicer and friendlier place than in past years.

The Lincoln club will be holding their annual board of directors meeting in San Antonio January 16 through January 19. As your elected representative, I hope that by working together with our other board members we can gradually move the club forward to a new level of membership growth. You can help us along with your advice on just how we can improve things both at our regional club and at the national level. We need to try to find new ways of doing things that will appeal to those who will follow in our footsteps. We have to find a way to appeal to a wider audience. Or, like the Cheshire cat from Alice in Wonderland, we will simply fade away. It is up to all of us, together we can succeed.

While the last few days of December have been on the cold side, be optimistic, the days will start to noticeably get longer and within ninety

short days, the worst of winter should be behind us. During those ninety days, you can make a list of what you want to do to improve your classic car, which hopefully is a Lincoln. Start rounding up those parts now. Look for those needed tools before you start tackling the work. Things will go much smoother and your nerves will be less frazzled. We have a lot of activities this year, and your



The holidays are over and Sweet Faithie is really dog tired. She and a few friends are about to curl up for a nice long snooze. She wishes she could hibernate till spring returns.

Lincoln needs to be in good running condition to perform well on the road during the warm months that are

just around the corner.

Have any of you seen the new Lincoln commercial which is now being shown on TV. It is quite a change from the old ones. There are shots of older Lincolns, many of which our members own. The model that is currently being pushed is the MKZ, which has been getting favorable reviews. And, the brand is now called the Lincoln Motor Company. The new models will prove to be great cars too. Please stop by your local Lincoln dealer and take a look at the new Lincolns. Better yet, take one out for a test drive. You might decide to keep it.

Till next month, David, Marion and the very Sweet Faithie, the Samoyed.



*Directors Message by Bob Johnson**January 2013**(Continued from page 3)*

sent a mimeographed form letter to leading manufacturers, blithely asking for \$1,000 and adding: "For your one thousand dollars you will get one definite promise: You will never get your money back." Stout raised \$20,000, including \$1,000 each from Edsel and Henry Ford.

In 1925, Ford bought Stout and its aircraft designs. The single-engine Stout design was turned into a multi-engine design the Stout 3-AT with three Curtiss-Wright air-cooled radial engines. After a prototype was built and test flown with poor results, and a suspicious fire causing the complete destruction of all previous designs, the "4-AT" and "5-AT" emerged.

That the Ford Trimotor used an all-metal construction was not a revolutionary concept, but certainly more advanced than the standard construction techniques in the 1920s. The aircraft resembled the Fokker F.VII Trimotor, but unlike the Fokker, the Ford was all-metal, allowing Ford to claim it was "the safest airliner around." Its fuselage and wings were constructed of aluminum alloy which was corrugated for added strength, although the drag reduced its overall performance. This has become something of a trademark for the Trimotor. The original (commercial production) 4-AT had three air-cooled Wright radial engines. It carried a crew of three: a pilot, a co-pilot, and a stewardess as well as eight or nine passengers. The later 5-AT had more powerful

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Mary and I hope that you had a great holiday season. With the festivities over, it might be time to call your friends, visit on the phone for a time, or better yet, meet them for a nice lunch. Keep those friendships going, it is well worth it.

One of the best things about our North Star Region is the association that we enjoy with other Lincoln enthusiasts and their families. Our Lincolns brought us together, but it is the fellowship and fun that keeps our group together month after month. The best feature of our Region is the North Star News edited by Dave Gustafson. Please give Dave a call and tell him about why you enjoy this great newsletter. During the next two months of dreariness, perhaps you can find some time to sit down, with pen in hand, and write an article about your favorite Lincoln. Old or new, it doesn't matter, we would just like to hear what you like best about them. To date, our members have contributed over 125 wonderful articles about their "Pride and Joy". If you have previously sent an article in, that's great. Perhaps you can update us about your continuing adventures with your wonderful car.

On behalf of the North Star board of directors, we want to thank all of you who hosted, planned and worked on our activities in 2012. It truly was a great year, and it would not have been possible without your hard work and enthusiasm. Another round of thanks goes out to everyone who helped organize our wonderful Mid-America meet this past August in Bloomington. Also, it goes without saying that it was successful because of all of the members who came to Bloomington to take part in the festivities, joining in the fun and celebrating one of America's best brands and best car clubs. Being your Region Director really gives me the chance to meet all our members and it has been very rewarding. The effort and work we put in these activities is well worth the time spent. Mary and I have many fond memories about what we did in 2012, we enjoyed our Mark VII Convertible while traveling all over the North Star Region, what a great Region.

In January, we will be sending out our North Star membership renewals for 2013. Dues will remain at \$20 again for this coming year. Dave Gustafson would appreciate your updating the information on the renewal form, so we can update our membership directory which will be published later this spring.

First activity in 2013 will be a Sunday Brunch, January 13, 11:30AM, at Running Aces Harness Park, Columbus (I 35 just before Forest Lake), 15201 Zurich St. NE, 55025. Please RSVP to Jay White, 952-432-5939 or email [jay@jwhiteandassoc.com](mailto:jay@jwhiteandassoc.com) by Wednesday, January 10, if you plan to attend. We will have a private room to enjoy great food, good service with a reasonable price. Consider bringing along a friend that maybe interested in the Lincoln club. You do not have to own one to be a member, just an interest in fine automobiles and interesting people.

Another Sunday Brunch will be at Al Bakers, Eagan, on Sunday February 10, 11:30AM. Great food, good service and our own private room. More information about the brunch on the last page.

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## 1928 Lincoln Dual Cowl Phaeton continued

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Pratt & Whitney engines. All models had aluminum corrugated sheet metal body and wings. However, unlike many aircraft of this era, extending through World War II, its flight control surfaces (ailerons, elevators, and rudders) were not fabric covered, but rather, they were also made of corrugated metal. As was common for the time, its rudder and elevators were controlled by wires that were strung along the external surface of the aircraft. Similarly, engine gauges were mounted externally, on the engines, to be read by the pilot while looking through the aircraft windshield.

Like Ford cars and tractors, these Ford aircraft were well-designed, relatively inexpensive, and reliable (for the era). The combination of metal structure and simple systems led to their reputation for ruggedness. Rudimentary service could be accomplished "in the field" with ground crew able to work on engines using scaffolding and platforms. In order to fly into otherwise-inaccessible sites, the Ford Trimotor could be fitted with skis or floats.

The rapid development of aircraft at this time (the vastly superior Douglas DC-2 was first conceived in 1932), along with the death of his personal pilot Harry J. Brooks on a test flight, led to Henry Ford's losing

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just two years later, when Leland was beset by financial problems, delivery delays and a lineup of car models that didn't set many pulses racing.

The Lincoln motor car's fortunes began to change when Henry Ford's son Edsel took over, however. The Lincolns grew in size, came with better engines, had fewer problems and generally became more aesthetically appealing to the buying public in every way. Edsel Ford knew that there could be no missteps if Lincoln was to live up to his vision as a competitor for established luxury marques such as Cadillac, Packard and Pierce-Arrow.

During those pre-World War II years, a long list of custom coachbuilders supplied bodies for various Lincolns — LeBaron, Brunn, Dietrich, Holbrook and Judkins were among them. The Locke and Company, which was known mainly for its open body designs, also provided coachwork, including 150 aluminum-bodied dual-cowl phaetons for the 1928 model year. The design used two partitions — one in front of each row of riders, with a fold-down panel and second windshield in front of the back-row passengers. Under the fold-up rear cowl panel were two elegant wooden pull-out drawers and a map/courtesy lamp. The large rear backseat had leather upholstery and room for three.

The huge phaetons had fold-back canvas tops with optional side curtains. Dual sidemounts were fastened to the running boards on both sides and a large trunk was carried in back. Painted wire wheels were accented by wide whitewall 20-inch tires.

All but a scant few Lincolns rode on chassis with a long 136-inch wheel-

base and carried new and improved 384-cid L-head eight-cylinder engines. Four-wheel brakes had been added in 1927 and carried over for '28. Improved mufflers were among the few changes for the model year.

Exact original prices for such a dual-cowl machine are hard to pinpoint, but they probably drifted north of \$7,000 — a princely sum for the time. Not many Americans could afford such a fine machine at the time. A year later, following the stock market crash and the arrival of the Great Depression, luxury machines such as the Lincoln became an even tougher sell.

"Who had them? Well, they were gonna be rich, that's for sure!" said Schreiner. "Doctors or lumber barons, somebody who made a lot of money. A lot of movie stars had them. And believe it or not, they were a pretty fast car so a lot of police departments used them. Not this body style, but the Lincolns. Lots of celebrities drove them. Clark Gable had one, I believe. Lots of presidents rode in them."

"It's got the sidemounts and the mirrors. It's got a trunk, of course. The Trippe running lights — they are the actual Lincoln lights. It's got the four-wheel brakes on it, which a lot of cars didn't have back then. It's got the big 20-inch tires on it and the wide whitewalls. It's still got the headlight controls and spark advance on the steering wheel... All the leaf springs and everything are wrapped in nice leather. It's all custom made. And they have ties that go all the way

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## 1928 Lincoln Dual Cowl Phaeton continued

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interest in aviation.

While Ford did not make a profit on its aircraft business, Henry Ford's reputation lent credibility to the infant aviation and airline industries, and Ford helped introduce many aspects of the modern aviation infrastructure, including paved runways, passenger terminals, hangars, airmail, and radio navigation.

In the late 1920s, the Ford Aircraft Division was reputedly the "largest manufacturer of commercial airplanes in the world." The Trimotor was not to be Ford's last venture in aircraft production. During World War II, the largest aircraft manufacturing plant in the world was built at the Willow Run, Michigan plant, where Ford produced thousands of B-24 Liberator bombers under license from Consolidated Aircraft.

William Stout left the Metal Airplane division of the Ford Motor Company in 1930. He continued to operate the Stout Engineering Laboratory, producing various aircraft. In 1954, Stout purchased the rights to the Ford Trimotor in an attempt to produce new examples. A new company formed from this effort brought back two modern examples of the trimotor aircraft, re-named the Stout Bushmaster 2000, but even with improvements that had been incorporated, performance was judged

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down the backside and they are threaded together with buckles and stuff. They took a lot of pride in their stuff back then and you can tell when you look at it."

The two-tone green paint is factory-correct, as is the cream-colored canvas top, which is normally up on Schreiner's car. "A lot of the interior is original, so you don't really want the sun beating on it," he noted.

The odometer on the Lincoln currently reads 22,000 miles and change. According to the story he got on the car, it had 40,000-plus miles on it when it was restored back in the 1980s. "So it's probably got 60-some thousand total."

"It had a complete nut-and-bolt restoration. It was done in the original colors with the original [style] pin-striping, but of course, there are no records of anything, so you don't know everything. When I got it, I didn't do any of the painting. I do restore cars, but this one was in such good shape, I just cleaned it all up, buffed and polished it all up, got it mechanically sound again [and that was it].

"I knew I'd have to do a few things. You know when you're around old cars you have to do some things when they sit so long — you know, take the fuel tank off and clean it. The brakes were good, the engine was pretty good. It was just lots of elbow grease, basically."

The Schreiners have a 1911 Buick, 1946 Lincoln V-12, 1930 Buick and a 1967 Shelby Mustang at home, but nothing akin to the big '28 Lincoln. So far, it has exceeded their expectations as a weekend show-goer and jewel of their collection. And after having to sit idle for so long, the Lincoln is finally

getting some exercise these days.

"Oh, I live to drive it," Schreiner said. "That motor is just as smooth as you can get. It drives easy, but back then in that era every car had its own temperament, so you had to learn that individual car. But once you get used to them, they're great. You have the double-clutching when you shift, so that you have to learn. But it drives great. My wife is starting to learn to drive it now, too.

"You want to shift at a lot lower speeds than you do cars nowadays, and they have so much lower-end torque that they can handle it. Push the clutch in, give it some gas, let the clutch back out and kind of do that again, and then she'll drop right in gear. They didn't have synchro back then, but you get used to it. I'm still getting used to it because you don't drive it everyday."

So far, the couple hasn't seen any other '28 dual-cowl phaeton around. How many of those original 150 cars survived is anybody's guess, but it isn't many. "I saw one sold at Barrett-Jackson a few years ago — a '28 dual cowl just like this," Schreiner said. "And I've seen a '30, but not another '28. I've gotten a hold of the National Lincoln Club and tried to research the serial numbers and find out how many might be left, but there aren't any records. It would be interesting to find out."

Schreiner insisted that his car will not be back on the market anytime soon. "I'm getting more and more attached every time I take it somewhere," he chuckled. "You just look so cool driving it!"

This car was shown at the Mid-America this past August. It is a car that should be seen. The written word does not do it justice.

## Northstar Region 2012 In Review

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inferior to modern designs.

A total of 199 Ford Trimotors were built between 1926 and 1933, including 79 of the 4-AT variant, and 117 of the 5-AT variant, plus some experimental craft. Well over 100 airlines of the world flew the Ford Trimotor.

The impact of the Ford Trimotor on commercial aviation was immediate, as the design represented a "quantum leap over other airliners." Within a few months of its introduction, Transcontinental Air Transport was created to provide a coast-to-coast operation, capitalizing on the Trimotor's ability to provide reliable and for the time, comfortable passenger service. While advertised as a transcontinental service, the airline had to rely on rail connections with a deluxe Pullman train that would be based in New York being the first part of the journey. Passengers then rendezvoused with a Trimotor in Port Columbus, Ohio, that would begin a hop across the continent ending at Waynoka, Oklahoma where another train would take the passengers to Clovis, New Mexico where the final journey would begin, again on a Trimotor, to end up at the Grand Central Air Terminal in Glendale, a few miles north-east of Los Angeles. The "grueling" trip would only be available for a year before Transcontinental was merged into a combine with Western Air Service.

The heyday for Ford's transport was relatively brief, lasting only until 1933

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By Bob Johnson

### Our Pride and Joy Contributors

**January**, Cliff and Mary Helling, Watertown, MN, 1941 Continental Coupe

**February**, Bruce Frieberg, Buffalo, MN, 1987 Town Car.

**March**, Paul and Deb Andahl, Bismarck ND, 1979 Continental Sedan, Collector Series.

**April**, John and Lydia Trandem, Fargo ND, 1976 Continental Town Coupe.

**May**, Dick Koop, Dardenne Prairie, MO, 1956 Mark II and Orphan car collection.

**June**, Jerry Loberg, St Paul, MN, 1986 Mark VII LSC.

**July**, Eric van den Beemt, Maryland, 1932 KB Sport Phaeton.

**August**, Dennis Owens, Anoka, MN, 1978 Mark V.

**September**, Jon and Suzanne Cumpston, Roberts WI, 1967 Continental Convertible.

**October**, 2012 Bloomington, MN, Mid America Meet article.

**November**, Bob and Nannette Roth, Plymouth, MN, Moondust (light gray), 1978 Mark V, Emilio Pucci Designer series. Update from 2006 Article, 2012 winners of Elliston H Bell Founder's Trophy for Best of Show at 2012 Mid America National Meet, Bloomington.

**December**, Alex Johnson, Bloomington, MN, Dark Brown Metallic, 1970 Mark III reprint. Obituary, died September, 19, 2012.

**Annual potluck picnic**, at Morries in Long Lake, on Sunday, October 14th, had 65 people enjoy a beautiful Car collection and spend a delightful afternoon visiting with old and new friends in our North Star Region. Ten of our member's drove their classic cars; not all were Lincolns, but were definitely worth looking at. After enjoying all the different foods and desserts, a short membership meeting was held. Morrie Wagener was presented with a book on the history of the Duesenberg for his automotive library as a thank you for hosting our North Star Region. Several door prizes were given away to people who attended this event. Morrie's able assistants, John Minnick, Dick Brown, Doug Latwig and Al Hagen assisted our members on questions about this collection that they were viewing. Skip Nolan, owner of French Lake Auto parts, Michael Martenssen, and Bo Martenssen from Sweden who were guests of Morrie were introduced and visited with our members. Once again, we thank Roger and Barb Wothe for all the work they do organizing this annual grand event.

### Region Events during 2012

**April 14.** A detailing seminar was conducted by Ken Sampson at Roger Wothe's garage in St Louis Park. Ken's presentation was different from his previous seminars, as he explained what are the best products, and just how to use them. Many questions were asked and the group had a lot of dialogue between one another about the various processes involved in making a car really stand out. Four of our new members were in attendance; Paul Burski, Jon Cumpston, Floyd Jaehnert and Mark Sawyer. Twenty four members who attended the seminar were Dave Bodziak, Minneapolis; Jim Boylan, Excelsior; Tom Brace, Falcon Heights; Dick Eilers, Duluth; Bruce Freiberg, Buffalo also bought a friend; David Gustafson, Burnsville; Richard Herman, Inver Grove Heights; Bob Johnson, Shafer; Francis Kalvoda, Willmar; Gerald Loberg, Saint Paul; Harvey and Faye Oberg, Woodbury; Don Peterson, Winona; Gaye Purvis, Cottage Grove; Bob Roth, Plymouth; Roald and Rosalee Storvick, Austin; Rolland Toenges, Hopkins.

**May 16,** Medina's Monthly Cruise In. We were able to see some very nice cars and bikes. Roger and Barb Wothe's 1942 Continental Cabriolet was selected best car at the Cruise In. While the turn out was sparse, seven Lincolns, the food and fellow-

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## Reviewing 2012

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when more modern airliners began to appear. Rather than completely disappearing, the Trimotors gained an enviable reputation for durability with Ford ads in 1929 proclaiming, "No Ford plane has yet worn out in service." First being relegated to second- and third-tier airlines, the Trimotors continued to fly into the 1960s, with numerous examples being converted into cargo transports to further lengthen their careers and when World War II began, the commercial versions were soon modified for military applications.

Some of the significant flights made by the Ford Trimotor in this period greatly enhanced the reputation of the type for strength and reliability. One example is of Ford 4-AT Trimotor serial number 10, built in 1927. It flew in the United States and Mexico under registration number C-1077, and for several years in Canada under registration G-CARC. It had many notable accomplishments; it was flown by Charles Lindbergh and Amelia Earhart among many others. Making headlines became a Trimotor trademark. On November 27 and 28, 1929, Commander Richard E. Byrd (navigator), chief pilot Bernt Balchen, and two other crewmen, the co-pilot and the photographer, made the first flight above the Geographic South Pole in a Ford Trimotor that Byrd named the *Floyd Bennett*. This was one of three aircraft taken on this polar expedition, with the other

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ship were the best and worth the drive. This event was in response to our members requests for us to occasionally schedule activities during weekday evenings.

**August 15 – 19 Bloomington LCOC Mid America National Meet** was a success in every aspect. The Lincolns were fantastic, the people were great, the weather was just right, our hotel the Park Plaza was all that we hoped for with terrific service, and food and did I say the people who attended were the best. We showed that the North Star Region is the best, did I say "the Best", well, it is true. Thank you to everyone that worked or attended this meet, we did ourselves proud because of you.

Our Bloomington Meet had 92 Lincolns and 178 LCOC members register (not all were able to make show). We had many other North Star Region members attend at some time during meet. Details about the meet were reported in our October Newsletter and the November/December Comments Magazine, please enjoy reading, it is now history and what memories we have.

**Sunday Brunches**, were a time to renew friendships and enjoy fine food, our second passion after Lincolns

**January 8**, Sunday Brunch at Running Aces Harness Track in Columbus, just South of Forest Lake. We had 26 members attend this brunch, and I am sure no one went home hungry. This had some of the best food I've tasted in a long time. We welcomed back old time members Richard and Mary Magner. Mary won a ladies region denim shirt, and Dick Eilers won a men's wrist watch, when we gave out door prizes.

**February 12**, Sunday Brunch, at Emma Krumbie's, in Inver Grove Heights, we had 37 members attend. It was a great day, with great people, great atmosphere in our private room and very good food. Richard Eilers won a Lincoln flag, Lincoln blanket throws and a Lincoln wrist watch were also given away. Everyone enjoyed our special brand of fellowship and talking to old and new friends.

**June 10**, was a hot and a beautiful day on the *Lady of the Lake* for our Sunday Brunch on Lake Minnetonka. The charm of this paddlewheel boat offered an experience almost lost in our modern world. Can you imagine what the lake shore looked like 100 years ago, when trollies and trains and very few cars were able to get to this lake. We saw some beautiful homes facing the lake, along with a very interesting narrative about them and other points of interest. Thirty North Star members enjoyed the cruise and the sunny, 92 degree weather.

**July 15** featured a Sunday brunch at the very historic Hubbell House in Mantorville, MN. We traveled the back roads and were able to view extensive corn and bean crops which should produce a large harvest. The food was first rate with a beautiful setting and very good service at a small town prices. Twenty members joined us on our short tour of southern Minnesota that was about 80 miles from the Twin Cities. On this hot and sunny day, North Star members who attended were Don and Donna Peterson, Jay White, Jim Erickson, Karl and Sharon Flick driving their 1939 Zephyr without A/C, Roger and Jan Leppla, Bob and Mary Johnson, Tom and Joan St Martin, Roger and Barb Wothe, Bob and Nan Roth, Dave and Marion Gustafson, Brad and Kerry Wiemann with one of our youngest members, 17 month old daughter Chloe. Our door prizes were won by Donna Peterson, a white Lincoln flag, Roger and Jan Leppla, Lincoln baseball caps

**November 10**, brought us together for a year end lunch, at Vescio's Cucina, in St Louis Park. We had 20 members attend the lunch, we ordered from the menu, so everyone was able to enjoy a meal of their choice. The food was very good and the

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two being named *The Stars and Stripes* and *The Virginian*, replacing the Fokker Trimotors Byrd previously used.

Franklin Roosevelt also flew aboard a Ford Trimotor in 1932 during his presidential campaign in one of the first uses of an aircraft in an election, replacing the traditional "whistle stop" train trips.

The long-range capabilities of the Ford Trimotor were exploited in a search for the lost flyers of the Sigizmund Levanevsky Trans-Polar Flight in 1937. One of the major uses of Trimotor after its days of carrying passengers became numbered due to more modern aircraft like the DC-3, was the carrying of heavy freight to mining operations in jungles and mountains. In this role the Trimotor was employed for decades.

In 1942, during the Battle of Bataan, a Trimotor was used in evacuations of the island. The aircraft would haul 24 people nearly 500 miles a trip, twice daily. The aircraft was eventually strafed and destroyed by Japanese aircraft.

In postwar years, the Ford Trimotors continued in limited service with small, regional air carriers. One of the most famous was the Scenic Airways Ford Trimotor N414H which was used for 65 years as a sightseeing aircraft flying over the Grand Canyon. Characteristically, the aircraft is still in use as of late 2011, mainly for promotional and film work, though one Trimotor operator offers rides. From the internet...

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service even better. The 2012 Tim Purvis – North Star Car of the Year Award was presented to John and Dorothy Palmer, Barnum, for their red and white 1955 Capri Hardtop. This award is made possible by the generosity of Gaye Purvis and recognizes outstanding examples of Lincolns shown at our Regional North Star car shows each year.

Bob Gyurci, Bloomington, drove his newly purchased 1989 Mark VII Custom Convertible to this lunch for everyone to see. His new classic is a beautiful white and has very low miles. Jay White showed a DVD of pictures covering all of 2012, with a lot of different views of the Bloomington, Mid America Meet. Thank you Jay, for all the time spent putting this DVD together for our enjoyment. Dave and Marion Gustafson handed out 2013 North Star calendars, and we had several door prizes

#### North Star Region Lincoln Car Shows

**May 26.** The Fourth Annual Classic Lincoln Car Show at Morries Ford Lincoln, Minnetonka. The weather forecasts promised that we would have rain on Saturday, and unfortunately, their predictions were accurate. The rain came down in buckets for a while. Tom St.Martin led us through what to look for and just how to judge a car. This was held indoors and Jay White's Lincoln was parked on the showroom floor and was the center of attention during judging seminar. Eventually the weather cleared and the rain stopped. We had 18 cars, not bad for a dreary day. A nice spread of 60's, 70's and '80's were there too. Everyone won a door prize. John Aretz, General Manager, supplied us with more than enough door prizes for everyone. John Aretz was presented with a plaque expressing the North Star Regions appreciation for dealerships efforts in making this show a success in spite of the rain.

Peoples Choice Awards for Best of Show:

- First Place - Jay White, Apple Valley, White 1964 Continental Convertible
- Second Place - Brad and Carol Yoho, Stillwater, Green 1978 Continental Town Car
- Third Place - Bill Allen, Prior Lake, Maroon 1978 Mark V

Long Distance - Roald and Rosalee Storvick Austin, White 1999 Continental Sedan  
**Saturday, September 15. The Sixth Annual Lincoln Car Show, at Luther North Country**, Ford Lincoln, Coon Rapids. The weather was the best for our Bloomington Meet in August, but the weather was even better for this car show. In fact the weather was so nice we had the most visitors at this show that I can remember. I must tell you about the generosity of Luther North Country, they contributed several door prizes including one, for a complete car detailing, value of almost \$200, which was won by Roger Wothe, several Oil Changes and Black Tote bags for all attendees. Every person who stayed to the end of show won a door prize. We had 20 Lincolns come to this car show plus several members without a Lincoln.

People Choice Awards for Best of Show:

- First Place - John and Dorothy Palmer, Barnum, with a newly purchased Red and White 1955 Capri
- Second Place - Bruce Wylie, Lake Elmo, with a Yellow 1957 Premiere Convertible.
- Third Place - Ken Frazier, Minneapolis, with a Red 1970 Mark III.

(Continued on page 10)

*Northstar 2012*

*(Continued from page 9)*

Long Distance - Gill Bage, Lockport, Canada, who drove his Gray, 1969 Mark III. It is hard to believe the miles our members will drive to come to our Region car show.

For the above cars it was the first time they were shown at a North Star Region car show; plus we had three more Lincoln's shown for the first time, Jason Longerbone, Champlin, 1969 Black Lehman-Peterson Continental Limo; Dennis Owens, Anoka, 1978 Mark V and Doug Erpeit, Minnetonka, 2002 Town Car. 2012 was a memorable year. We have many really exciting and fun events in the works for 2013. Come along and join us in the celebration of good friends and fine Lincolns.

*1941 Continental Cabriolet*

1941 Continental Cabriolet. Early 1941 model year serial # 16H-56-96. 13,600 miles since complete mechanical restoration. Engine rebuilt using Bob Olmsted upgrades for increasing oil pressure and delivery etc. New polished aluminum heads. Completely re-wired with Road Island wiring. Columbia rear axle, bullet proofed, hot air heater complete and restored by Hezzy Armstrong.



New top, floor coverings and trunk lining by Ed Li-manen. All exterior plating done to show quality. Dash re-wood grained and most inside metal trim gold plated. Would require new paint job to be show quality. \$75,000. Floyd Jaehnert, Home 651-776-9859, Cell 612-715-6802.. Email floydj@gopherpattern.com

*Directors Message*

*(Continued from page 4)*

During 2006, LCOC Membership conducted a member survey about the "Likes and Dislikes" about LCOC. During the past six years much effort was spent in changing the club to a friendlier, warmer atmosphere. Member fellowship, friendship and fun have been stressed to make participation more enjoyable for all members when attending LCOC National and Regional activities. How have we, the Directors of LCOC done? The Club still needs your suggestions and ideas to help us grow. Remember this is your Club and you can help shape the future of LCOC. We need your participation at both the National and Regional level. Please contact any North Star Region Manager with your ideas,

Our North Star Region will have three members attending the Winter National LCOC Board Meeting - Thursday 1/17/13 through Saturday 1/19/13 in San Antonio, Texas, Dave Gustafson, Dick Koop, and myself. If you have any suggestions as to better the LCOC please send them to any one of us to take to the Board Meeting.

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

*1988 Town Car For Sale*



1988 Town Car Signature Series. Outstanding original white finish with white one-half top and dark blue velour interior. No rust ever. Arizona was it's home from 1992 through 2010. Perfect trunk Well maintained, runs excellent. Has been converted to R134. A perfect example of an original car. \$3,900. B. Holaday, 763.226.6078

*You May Be Interested in these Items for Sale*

FOR SALE: **Automobile Quarterly Collection.** Super complete at 205 books - 52 volumes and 11 indexes, 2 executive planners, total 218 books, all in slipcases with gold script. Appraised at \$2,500.00. Price to sell at \$1,900.00. Harvey V. Oberg Phone 651-739-9754 (Minnesota)

For Sale: **I am really anxious to sell my 1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. **Reduced to \$16,000 or make a good offer.** Call Ted Anderson, 763.561.8143.

For Sale:

**1982 Mark VI 2dr** with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

For Sale:

**1989 Lincoln Town Car**, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00 Del at 608.837.5990 **Great car with a Great price**

For Sale:

**1981 Mark VI Signature Series.** White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

For Sale:

**1971 Continental Mark III**, white, blue leather interior, clean car. \$2,500obo.  
**1975 Continental**, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

For Sale:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 \$4,900/Best offer will own me.

For Sale:

**1980 Mark VI Givenchy Coupe**, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

**1979 Mark V.** Car is very nice, 78,000 miles. No rust and has been very well maintained over the years. Has all the usual Mark V options. I really want to sell this fine car. \$3,900 or best offer. Please call Walter Ranua at 763.458.6053.

## *For Sale*

For Sale:

**1988 Town Car.** Signature Series, Arctic White, Power Glass Moon Roof, electronic message center, turbine aluminum wheels, brand new WSW tires. White leather interior, keyless entry, owners manual. Mint condition with 94,648 actual miles. \$4500 and well worth it. Call North Star member Pete St. Peter at 507.454.1634, Winona, MN.

For Sale?

**1984 Mercury Colony Park wagon.** White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN **Call 507.433.3944 or cell, 507.438.1016.**

For Sale:

**1961 through 1967 Lincoln Continentals,** complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call. Gordy Jensen 612.819.2107

For Sale:

**1966 Lincoln four door sedan.** 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

**I am a nice 1989 Town Car, Signature series,** and to make my owner happy, I am in need of a Digital Information Circuit Board and an Actuator for the drivers side door lock. If only someone will come to my aid and make my owner a happy man once again. If you know where these two items might be, please contact Shell Watson, PO Box 451 Buffalo, MN 55313 or phone 763.286.4416 or email: [bstoner@cbburnet.com](mailto:bstoner@cbburnet.com) Thanks for your help.

For Sale:

**1972 Mark IV** \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

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. Just Arrived! New windshields that fit 1961 through 1969 Continentals. Available Now. Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Please call 952-412-1266



# *Preview of Coming Events*

- January      **We kick off the New Year and all the fun with a Sunday brunch on January 13, 2013 11:30AM**, at Running Aces Harness Park, 15201 Zurich St. NE, Columbus (I 35 just before Forest Lake). Great food, great service and reasonable prices are a plus. More information about the January brunch on the back page.  
**Winter National LCOC Board Meeting** - Thursday, January 17, through Saturday, January 19, 2013 in San Antonio, TX.
- February      **Sunday Brunch at Al Bakers, Eagan**, on Sunday February 10<sup>th</sup> 11:30AM.
- March          **Sunday Lunch at Emma Krumbes, Inver Grove Heights**, March 10 at 11:30AM.
- April          **Sunday Brunch at Kozlak's, Shoreview**, April 14, at 11:30AM  
**Western National Meet, April 4 - 7, 2013**, Phoenix, AZ  
**Salado, Texas - 25<sup>th</sup> Anniversary**, show and meet, April 19 - 21, 2013
- May            **5th Annual Memorial Day weekend car show** , Morries Ford Lincoln, Minnetonka, MN Saturday, May 25, 10:00AM to 2:00PM  
LCOC Eastern National Meet, May 30 - June 2, 2013. Roanoke, VA
- June           Picnic planned, date and location will be in future issue.  
10,000 Lakes Concours D'Elegance –Wayzata, Sunday  
June 2, 2013 10:00 A.M. - 4:00 P.M.
- July            11<sup>th</sup> Annual Outstate Classic Lincoln Car Show, Fargo/Morehead area, hosted by John and Lydia Trandem.  
Lincoln Highway 100<sup>th</sup> Anniversary, Kearney NE, July 4<sup>th</sup>, All car clubs are invited

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

[www.northstarlroc.org](http://www.northstarlroc.org) Click on publications.

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

## North Star Activities

### **We are off and Running to the *Running Aces Harness Park* for Brunch, Sunday, January 13, 11:30 AM**

This little treasure, located just North of the Twin Cities, promises to be a great place for North Star Brunches. Running Aces Champagne Sunday Brunch features carved Prime Rib, made to order omelets and waffles, peel and eat shrimp, a fabulous dessert table featuring our hand-made sweets, and seven breakfast & lunch entrees! Priced at \$18.95 per person, it gets even lower if you register for a free "Aces Reward Card", bringing it down to only \$14.95. You may register for the card on line at: [www.runningacesharness.com](http://www.runningacesharness.com) or just come a little early. At \$4 saving per person, it's worth the extra effort. Please RSVP to Jay White by January 10, by calling 952-432-5939 or email [jay@whiteandassoc.com](mailto:jay@whiteandassoc.com).

Getting there: Interstate 35W to highway 97/Lake Drive (exit 129). West on Lake Drive 1 mile to Zurich Street. Left on Zurich street for about 1/4 mile, follow signs into Running Aces Harness Park. This will be a good chance to meet your good Lincoln Club friends and say good by to all our winter woes. See you there. on January 13.

### **February 10th, Sunday Brunch Al Bakers, Eagan, MN**

Most of you have been there before, great food, good service and reasonable prices. You just can't beat Al Bakers, and that's why we go back year after year. We will have our private room as before so it will be easy to spend some time visiting with your friends at one of our more popular places for brunches. If you have any friends that like cars, invite them along, perhaps we can get them to join the club.

#### **Directions**

INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

Please RSVP to Jay White by February 7<sup>th</sup>, by calling 952-432-5939 or email [jay@whiteandassoc.com](mailto:jay@whiteandassoc.com).