

Celebrating 45 Years With LCOC



Lloyd and June Pearson with their 1940 Continental Cabriolet. Lloyd and June have been members of LCOC since 1971. The picture is from the fourth quarter 1986 Continental Comments, along with an interesting story about their car as written by Tim Howley, LCOC Comments Editor.

For longer than most members can remember, Lloyd Pearson's burgundy 1940 Lincoln Continental Cabriolet has been winning top awards at National LCOC meets. In 1985, it was the first car to win the prestigious Elliston Bell Founder's Trophy at Indianapolis. Again in 1986, the car captured the Bell Trophy at Camp Hill, Pennsylvania. What's so amazing is that this incredible car is never trailered to meets. Pearson, a Minneapolis orthodontist and noted author in his field, thinks nothing of driving the car 600 miles or more to capture his awards. Now here's the story of the car in Lloyd's words, as told in an interview at Camp Hill.

"I found the car in Foreman, North Dakota. I put an ad in the Minneapolis paper in 1970 saying I wanted a 1940 or 1941 Lincoln Continental. Five days later, Rudy Rathert from Foreman called me and said, 'I've got one out in the shed.' (He also had a '30 Packard roadster.) These Kafka brothers in Milwaukee are relatives, and he knew what he had. I took my wife's Buick and a two bar and went out and got it. It took all day to get it out of the shed. Two dead chickens under the hood, leaded in rear fenders, pea green color, '41 grille in it. The car was rusty, but it was complete, and it had never been converted. It had the two-speed rear end and the oil bath air filter which is a rare thing. It had never been rebuilt. It had two gas tanks in it. One on top of the other with an extra hole in the back so that he had a 42-gallon gas capacity. He had owned it since the Forties, and during World War II he drove it on the plains of North Dakota, so with the two gas tanks, he had quite a range.

"So, I towed it home, and we took it right down to the frame, and we sandblasted the

(Continued on page 2)

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.

This Issue Contains

Feature Story	1	Directors Message	4
Club Information Page	2	Northstar Region Events	17
Editors Message	3		
Trivia	3		

Board Of Directors - 2017

Title	Name	Phone Numbers	email	Term Ends
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Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020

Members and guests are welcome to attend the Board Meetings. Unless otherwise noted, monthly board meetings will be held on the first Thursday of each month (no board meeting in December) at 7:00 p.m. at Morries Ford Lincoln, Minnetonka, MN.

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

Lloyd and June Pearson's adventures with the LCOC

(Continued from page 1)

frame, replaced the fenders, and rebuilt the engine. Lee Walgren at Reliable Upholstery in Newark, Ohio did the upholstery. They were very good on authenticity, and at that point, I didn't know how to do it. So, I wrote to everybody to ask questions. We showed it first in '71, so I worked 1½ years on it. I had a lot of help. I did some of the detailing and things that I could do. Gopher Motor rebuilt the engine. We've now driven it 34,800 miles, and it was a 100-pointer in the Grand Classic in 1986. At the Lincoln meets, they judge them a lot harder, and it's never gotten 100 points. But it's won a lot of things over the years.

"This is our 16th National Eastern Meet consecutively. And we have entered it in competition every time, and we've driven it every time, too.

How does he do it? "Well, on the way home, my wife, June, sits with her notebook. Also, I talk to the judges, and I ask them what to do. Last year we went home, and we made a list of 29 things to do. This year we replaced the step sills, we had some plating done, we had the paint touched up, and we painted some of the bumper braces. Of course, one problem is getting stone pits on the highway. So, I tape the stainless in front of the rear fenders. There's a bug screen that goes in front of the radiator. Then I have a strip in front of the top that covers about the front 3 inches of the top; then I take it off the last 100 miles, so I get a little evenness in the top. We have so many bugs here. I have the top replaced every five or six years. Then, sometimes when I get home, I have the oil



June and Lloyd Pearson at the December LCOC brunch where they were presented with a poster of classic Lincolns including pictures of their '39 Zephyr and their '40 Continental.

(Continued on page 5)

Trivia from the Internet



J. B. Nethercutt
1913 - 2004
Automobile
Collector

Jack Boison Nethercutt was born in South Bend, Indiana, in 1913. He moved to Southern California when he was 9, after his mother's death, to live with his aunt, Merle Nethercutt Norman.

As the principal owner of the Merle Norman Cosmetics Company, Nethercutt built a personal fortune on the beauty dreams of American women.

J.B. co-founded Merle Norman Cosmetics with his Auntie Merle, who started the company in their Santa Monica, California kitchen 80 years ago. She raised J.B. after his mother, Florence, died and his father, Carl, export manager for Studebaker, sent him and two sib-

(Continued on page 4)

Editors Message

We are about to embark on a new year. What we make of it is largely up to us. We must do our best to remain optimistic and look ahead for the opportunities that become available to us in the months ahead. Slowly, the days will begin getting longer and with our good friend the Sun, further up in the sky, things will gradually warm up. We have about 7-8 weeks that we have to endure the difficult part of winter, and let's think of that as but a blink of the eye. Once again, we have gone back into the archives of the Lincoln and Continental Owners Club publication, Continental Comments for material to fill up our January issue. While it is interesting material, we would rather fill up our pages with material that we receive from our North Star members. I know that a few of you have acquired a different Lincoln to add to your collection. Please take some time to write a little story about it and send it off to me with a few digital pictures. We would love to hear about it and so would our readers. We try to do our best, but we would really appreciate a little more help from our members.

Earlier this past December, we upgraded our Ricoh Aficio MPC printer to a little newer one. It has a few more bells and whistles and hopefully will enable us to turn out a little better newsletter. It will take paper up to 11X17 inches, "tabloid" size and it also has a folding and stapling attachment which can make booklets. There is a bit of a learning curve to master booklet printing. And some of our early tests produced rather interesting results. It also helps to use the correct software drivers to get the printer to produce expected results. It also helps to have a lot of patience too. While it would be nice to send out our newsletter as a center fold and stapled newspaper, the postage would increase due to having to use a larger size envelope. And our envelope printer will not easily handle 9 by 12 envelopes. So, for the time being, we will continue to print on 8.5 x 11 inch paper and half-fold it for mailing. But, over the years, technology has really made our lives

much easier. We couldn't send out the newsletter we do today using the technology that was available in 1996.

Our next North Star event will be at the Roasted Pear in Brooklyn Center. All the details are on the last page of the newsletter. Hopefully, the strong winds that we had the last week in December will be gone and the sun will be out, making a nice day for all. The



Hugz is the newest addition to the Northstar Newsletter staff. Hugz lives with Andrea and Don and takes over from Samara. He is asking Santa for a digital camera so he can send us pictures of classic Lincolns near his home in the Portland, WA area.

Roasted Pear has a nice brunch and the price is reasonable. Hopefully, we will see you all there.

We know that Lincoln has been selling more than a few Continentals, somewhere around 1,800 since their fall introduction. Granted, I am not out on the highways and byways as much as I used to be, but as yet, I have not seen one on the road. Have any of our members taken the leap of faith and either purchased or leased a new Continental? If you have, we would like to learn what you think of this very fine looking car from Lincoln. Most dealers seem to have a few in stock, although it seems as though black is the color most ordered for stock by the dealerships. Available with a wide range of options, prices will vary from a low around \$44,000 up to \$73,000 plus for a well-equipped "Black Label" edition. The price is very competitive with Cadillac and even a few of the foreign luxury

models.

Early this month we will be sending out membership renewals. Please make our life a bit easier by getting your checkbook out and sending us the \$20 as soon as possible. We will also enclose a self-addressed envelope to help speed the check back to us. Please send in the form with your contact information filled in. We use this information for our club directory and if we need to contact you by telephone or email. Please print out your email address, so we can read it. It has to be letter perfect for it to work. And our vision is not as good as it was 40 years ago.

Till next month. David, Marion and Sweet Olga, the Samoyed.

(Continued from page 3)

lings to live with Mrs. Norman, who had no children of her own. She taught him at an early age—14—how to sell her home-cooked cleansing cream door to door. “That’s when I learned how hard it was to part the public from their money,” J.B. was quoted in a story about his successes which appeared in a national magazine in the early 1980s.

After abandoning his boyhood ambition of becoming an American Indian, J.B. went to Caltech for only a year, then dropped out to go into business with his aunt (as a chemist) at \$6 a week. He soon invented his first cosmetic, a blush rouge that is still is a big profit-maker for the company. “I had a flair for cosmetic chemistry, which is part science and part art,” J.B. says. That was in 1932, a year after Merle opened her first studio in Ocean Park, California with \$150. The second was opened a year later by Blanche Martin, a sales clerk Merle initially wanted to fire because she sold more than Merle did. At J.B.’s suggestion, Blanche set up her own shop in Santa Barbara and bought her cosmetics wholesale from Merle.

As further quoted from the 1980s article “Merle Norman’s 2,700

(Continued on page 5)

Director’s Message by Bob Johnson January 2017



Mary and I hope that you had a very joyous Christmas and a Happy New Year. It helped to have the weather finally warm up for the Christmas week. For the people who enjoy cold weather and a lot of snow, this has been a perfect time of year. The older I get, the less I enjoy the winter season, but that is my choice to tough it out here in Shafer Minnesota. When you look at all the weather problems across our great US we here in Minnesota have it very good; I know that is why I live here, that is my story, and I’m sticking to it.

We had 24 members help us celebrate a special Sunday Brunch to honor Lloyd and June Pearson’s, 45 years as LCOC members, at Lord Fletchers, on Sunday, December 11. The weather did not cooperate with the overnight snowstorm, but we proved our true grit in making the drive to the restaurant. It was a Great Day to celebrate with Lloyd and June. They were given a John Walcek poster featuring their Lincoln’s as a small thank you for all the years in our club.

Plans for 2017 include a special event, August 7-13, 2017. This will be the LCOC Grand National Meet, celebrating the 100 year Anniversary of Lincoln’s Incorporation, at the Lincoln Motor Car Foundation Museum at Hickory Corners, Michigan. Remember that the hotels and tours have limited space so register early to get your choice. All four Lincoln clubs will be coming together for one impressive experience. We expect there will be a good representation from all decades of Lincoln production, from the 1920s through the most recent models. Initial estimates indicate that there may be as many as 200 Lincolns along with their owners attending this 100 year meet. Details will be available in the next issue of Comments or from the Foundation website; www.lincolncarmuseum.org.

Our January Sunday Brunch will be at the Roasted Pear, in Brooklyn Park, 9690 Colorado Lane on January 8 at 11:30 a.m. ***RSVP to Jay White by Wednesday, January 4, 952-432-5939 or email jay@jwhiteandassoc.com if you plan on attending.*** We will have a nice private room to enjoy great food, good service at a reasonable price. Consider bringing along a friend that maybe interested in the Lincoln club.

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 2016. It truly was a great year, and it would not have been possible without your hard work and enthusiasm. 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 of what we did in 2016, while we were enjoying our Mark VII while traveling to and from these wonderful events,

Our North Star Region will have seven members attending the Winter National LCOC Board Meeting Thursday 1/12/17 through Saturday 1/14/17, in San Antonio, Texas, Dave Gustafson, Dick Koop, Paul Andahl, Jon Wessel, Jack Fletcher and myself. If you have any suggestions as to how we might improve the LCOC, please let us know. We will try and bring them to the forefront at the annual meeting. As added information, Jon and Deb Wessel joined the North Star region in 2013 after attending their first LCOC national meet in Bloomington. Jon has taken on the new duty of Midwest Region Director, replacing Joanne Lower who retired after many years of service.

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

Bob and Mary Johnson

(Continued from page 4)

licensed "studios" have made a mark on their 2,000 owners, 96 percent of whom are women. "We train them so they can turn a profit the first day," says Nethercutt, who estimates that it costs \$26,000 to open a Merle Norman shop. "All we want are owners with intelligence and reasonable looks. We don't want beauty queens. We want average women—because that's who our customers are." With its moderate prices—J.B. packages his products in plastic instead of glass to hold down costs, which range from \$3 for cosmetic sponges to \$35 for a moisturizer—Merle Norman has grown to be one of the ten largest cosmetics companies in America. And those "average women" keep coming into taking advantage of one of the most generous free-sample policies in the industry. Says Merle Norman President Gary Hollister: "Anyone is welcome to get a free make-over and then walk out the door and never buy a thing."

But the Nethercutt name is better known to automobile enthusiasts as one of the premiere classic car collec-

(Continued on page 6)

Pearson's 45 Years with LCOC continued

(Continued from page 2)

tested. I send it into NAPA to have an oil analysis done to see if there is any breakdown in the engine. It doesn't cost much. It's a good thing to do. I change the oil often, every 500 miles if it's convenient. I drove out here, 1110 miles, didn't add any oil. Then I drained it hot, put a new filter and new oil in, so now I'm ready for the trip back home. I use Havoline 10-40 detergent. I've used that same oil ever since the engine was rebuilt. We change antifreeze once a year, and we use antifreeze with distilled water. It looks real nice when we take it out, and we still have the same heads on — and that's 15 years now! Everybody says these things eat, you know. But I think the distilled water helps a lot. I know the Mercedes engineers say that tap water is better than distilled water. But I've been pleased with the distilled water. I replaced the battery this year. But, you know, there's always things like that.



Lloyd Pearson's 1940 Cabriolet. If you look closely near the bottom of the picture, you can see the autograph of William Clay Ford.

Lloyd Pearson's other cars. "I have a '39 Lincoln Zephyr three-window coupe that is burgundy red with a tan interior, and it is a very nice car. I have a '41 Lincoln Continental Coupe that I got from Don Knopp in California. That's a straight Palm Desert car. And three's enough.

"But we have a great time driving the '40 to the meets. I always cover it at

night on trips, and I don't park it next to other cars. People are very respectful of it. I've been in some tough areas and surrounded by characters, but I've never had it vandalized or anything like that. I've been very fortunate. But I'm very friendly to people, too. And the bigger they are, the friendlier I am. The only trouble we've had in driving to these many Eastern meets, we split a rim once on the Pennsylvania Turnpike. Then we had a stone chip in the windshield once. I have turn signals that come off for the judging. I also have a hidden electric fuel pump. They all know I have it; they're trying to find it.

"I'd like to point out the ashtray face plate as just one little item. You know we made that out of a plastic used in dentistry. Then I had an artist paint it. Now the instruments are pretty much original. Johnny Moglea in New York made all the plastic for me. He made the steering wheel. Its injection molded. This wheel is now 14-15 years old, and there are no cracks or bubbles. He's a wonderful craftsman. Another key guy is Scott Arnstrom who does the painting for us, and he's a real artist. I buy the paint from Ed Spagnola, and Scott can spot it in. I have Ed look at it, and he can't tell where it's been spotted in, and he's a paint expert. We painted the trunk lid this year because there was a little cracking by the hinge. So, it's an ongoing thing. But, you know, if I didn't show the car, I'd quit working on it.

"There are some other little things. I have one set of hubcaps for driving, and one set for show. Front only. My daughter made two terrycloth bags, and we keep the show hubcaps in them.

How he is able to drive it great distances. "With sealed beam headlights, V-12, two-speed rear end, and hydraulic brakes with silicone brake fluid, it works out well driving it. I don't have to own a trailer and then store that. And we have

(Continued on page 13)

Lloyd and June Pearson's 1939 Zephyr

(Continued from page 5)

tors. The Nethercutt Collection is housed in two buildings located in San Sylmar, California and has been opened to the public, by reservation only, since 1974. Some 40,000 people tour the facility each year, says archivist Lori Underwood, adding that most utter the same words upon leaving: "I'm amazed."

And well they might be. The extensive collection was assembled by one couple, J.B. Nethercutt, chairman of the board and co-founder of Merle Norman Cosmetics, and his wife, Dorothy. When it got too big for the Sylmar-based Merle Norman premises, he had this structure built to house it, thinking to open it only to friends. But word got out, and public demand grew. In January 1974, Underwood said, San Sylmar ("It comes from the names of two communities - San Fernando and Sylmar") opened.

The amazement starts at the beginning of the two-hour, guided tour when guests assemble downstairs in the Rolls-Royce Gallery. More than a dozen of the gleaming vehicles line the hall,

(Continued on page 7)

By Tim Howley and originally published in Continental Comments, May-June 2005.

The Pearsons from Minneapolis, Minnesota, are famous for driving their HV-12 Lincolns to LCOC National Meets and winning top awards. For 18 years they drove a fully restored 1940 Lincoln Continental Cabriolet to National Meets, putting 36,000 miles on the car.

Then Lloyd sold this car and bought an all-original 1940 Lincoln Continental Cabriolet originally owned by the Watkins family (of Watkins products) in Southern Minnesota. This car has been kept in original condition and has been driven to several LCOC National Meets. At the same time, he bought this 1939 Lincoln-Zephyr coupe, which he restored.



This car was originally owned by Marshal W. Alworth, a very wealthy and prominent man in Duluth. His family had been in iron ore mining and shipping back in the heydays of Northern Minnesota iron mining. Mr. Alworth bought the car new and kept it until he died at age 97. Pearson was the successful high bidder on the car. The estate, managed by the University of Minnesota Duluth, also included a 1950 Chrysler Crown Imperial and a 1953 Chrysler. When Alworth died, he left his home and his fortune to The Alworth Memorial Fund which supports scholarships for students in Northwestern Minnesota.

Believe it or not, this Lincoln-Zephyr coupe was chauffeur driven. The chauffeur would hitch a fishing boat or duck boat to a sturdy hitch on the Lincoln-Zephyr, and off the two would go

to one of the many northern Minnesota lakes. Then the chauffeur would get out and go fishing Alworth would sit in the car for hours reading the *Wall Street Journal*.

The car had 89,000 miles on the odometer when Lloyd bought it in 1981. The car had not been driven in years. It was a very solid car which Lloyd decided to restore to concours condition. Lloyd did a little of the restoration work himself with the help of John Elliott who worked for the late Kermit Wilson. The body work, paint, precision engine rebuild, upholstery, and painting were farmed out. Ed Limamen did an exceptional job with the upholstery, and Lakeland Motors has been a true artist to keep the car looking new and fresh.

The car was repainted to the original burgundy red, but the upholstery was changed from broadcloth to Bridge of Weir saddle leather which was optional. The coupe was first shown at the 1987 Eastern National Meet in Dellroy, Ohio. Since then it has been driven to numerous Eastern and Mid-America National Meets.

Lloyd says that a coupe is a little more comfortable on long trips than a Lincoln Continental Cabriolet. It has better acceleration, and being closed is quieter. Lloyd has installed a two-speed rear end for long distance travel.

In all the years of driving the car to National Meets, Lloyd and June Pearson have had only two breakdowns. They do some special things to prepare the car for driving to meets. They change the anti-freeze every year and use distilled water with it. They change the oil and filter frequently. Before any meet, they have the car really clean and, apply a coat of mirror glaze wax #7, including all the chrome. They have the paint touched up about every other year and use a flannel cover over the leather seats when traveling.

(Continued from page 6)

ready for inspection (but not for touching). They range from 1913 to 1985 models, and it's "the only collection in the world with a full Phantom (model) series," Underwood says. "We have all six, from 1930 to 1972."

Then, it's up a wide, elegant staircase to the Grand Salon, where luxury cars from every era up to the 1940s are showcased against a backdrop of polished red marble columns and black marble floors and illuminated by the gentle light of elaborate crystal chandeliers. "You see about 50 cars," says Underwood, who also occasionally leads tours. "We have about 250 in the collection, and we do rotate them, so every time you come back, you see something new." The collection is still growing, she notes; two cars have been added so far this year, and within a few years, she says, a facility will be built nearby that will allow the entire collection to be on view.

For now, you might see a sunny yellow 1934 Packard Dietrich convertible sedan or perhaps a silver-tone 1933 Duesenberg Arlington Torpedo Sedan, called the "20-grand," a one-of-a-kind model designed specifically for the 1933 Chicago World's Fair. There's

(Continued on page 8)

Mickey Rooney and his 1940 Continental

This article was written by the late David Cole and originally appeared in the 1987 fourth quarter issue of Continental Comments.



Mickey Rooney in his 1940 Lincoln Continental Cabriolet with the custom interior. Photographed on March 16, 1940, the day it was presented to Rooney on behalf of Henry Ford. If this were a color photo you would see that the interior is all blue, even the instrument panel and steering wheel are blue. The knobs are tan plastic.

The information on which this article is based was taken from various records in the appropriate file at the Ford archives, and included the original specification sheet, the Assembly Plant Record card, the branch transfer invoice, a letter to the General Sales Department in Dearborn from Jack Davis, dated March 21, 1940, describing the presentation of the Continental to Mickey Rooney a few days before, and a telegram that Rooney sent to Henry Ford, thanking him for the car.

Other sources of information were found in various issues of Ford News magazine from 1933, 1940, '41 and '42; Ford Field magazine for March 1940; Mickey Rooney's 1965 book, I.E., An Autobiography; and the contemporary sources mentioned in the text. Taken all together, they prove that there is some substance to the old legend of Mickey Rooney and the '40 Lincoln Continental, but the legend will have to be altered a

bit to fit the facts.

There is a legend among early Lincoln Continental enthusiasts that runs something like this: movie star Mickey Rooney had one of the earliest of the 1940 Lincoln Continental cabriolets; perhaps the #1 prototype or more likely, the #2 car, and further the Continental was given to him by Henry Ford. As the historian for the 1940 Lincoln Continental, I have always taken an interest in the legend, and I have tried for years to gather some specific information that would refute, confirm or embellish the legend.

One would think that the matter could be resolved easily just by asking Mickey Rooney himself; after all, the man is still alive, and very active in show business. This has been tried, but unfortunately, it does not yield much information. Mickey Rooney, now 67, is still running through life wide open in the fast lane, looking down the road, and seldom looking back. He is hard to get hold of, and not much given to retrospection on such matters as the automobiles he may have had as a teenage movie star. Clearly, if the substance of the legend were ever to be established, the evidence would have to come from records of some kind surviving from 1940.

Recently I got just the records that were needed to complete the story, and they came from the best of all possible sources for such things, too - the Ford Archives, through the offices of the Curator of Special Collections, Dave Crippen. All one had to do was ask the right question. The answers were there all the time. Here is how it all came to light: While looking through the production records for the 1940 Lincoln Continentals one day, I noticed that only two of the 350 cabriolets built in that model year were charged to the Home Office. One of them was H-92969, with Body Number 06H56-20; Edsel Ford's per-

(Continued on page 8)

*Mickey Rooney's Continental continued**(Continued from page 7)*

even a 1933 Bugatti Grand Prix and an 1898 Eisenach, a German-made, three-wheel vehicle that is the oldest in the Nethercutt Collection.

The opulence of the luxury vehicles usually prompts gasps of admiration. Gleaming rosewood dashboards, sterling-silver flower holders, velvet seats and embroidered upholstery - these were the accouterments of early luxury autos.

But they aren't just pretty to look at. The cars, says Underwood, are all in working order, kept so by a full staff of in-house mechanics. They are taken on the road once a year, she says when the Merle Norman Cosmetics annual company picnic is held, and the autos ferry guests and some employees to the picnic site.

From the Grand Salon, swirling staircases lead from floor to floor and treasure to treasure. On the mezzanine, stunning pieces of Boehm porcelain, delicate antique French furniture, and fine art are displayed with "mascots" - antique hood ornaments in a variety of sizes and materials from metal to Lalique crystal. Some are what were called "motormeters," hood ornaments with tempera-

*(Continued on page 9)**(Continued from page 7)*

sonal car, about which an article appeared in Continental Comments, Number 141, Summer, 1980. The other '40 Continental Cabriolet sold to the Home Office was H-98800, with Body Number 06H56-134. In looking at the Assembly Plant Record card for that car, I saw that #134 had been completed February 29, 1940, and shipped to Long Beach, California, on March 7. Across the face of the card was written, "Mr. Henry Ford." A curious set of particulars, I thought; why did Henry Ford want a Lincoln Continental in Southern California? At 76, Henry Ford seldom left Dearborn to go anywhere, and even around town; his personal transportation needs were satisfied by automobiles of less distinction and opulence; a Ford V-8 sedan, usually. There is nothing in the records to indicate that Henry Ford had any interest in the Continentals; that was Edsel's baby. So what was this all about?

A query to the Ford Archives brought a quick response, backed up with complete and irrefutable records. Henry Ford gave the car to Mickey Rooney! It was neither the #1 or the #2 prototype car after all; it was #134 — and all done in a special color, with a custom interior, at that; a very personalized car.

But what prompted a gift like this? Why did this aged, world-famous industrialist of Dearborn, Michigan, give one of the most beautiful and expensive automobiles to come from his factories to a brash, nineteen-year-old movie star in Hollywood, California? There's a great story behind that gift, and believe it or not, one has to go back to the 1890s to begin it.

The Edison connection. In that last decade of the 19th Century, many American inventors were laboring on self-propelled carriages. They knew that German and French inventors were having some success along that line, and they wanted to give it a try, too. Some of them thought that electricity was the best

motive force, some worked with steam engines, and some were building gasoline-powered internal combustion engines with which to propel their rigs. Among the latter was Charles Duryea, who, with the help of his brother, Frank, put together what is regarded as the first successful gasoline powered horseless carriage built in the United States, in 1892. Even though the machine was a success, Duryea found few buyers and less backing. The wealthy sportsmen who should have brought his carriages, and the capitalists who should have invested in this new industry were not interested. They were all waiting for the great inventor, Thomas Edison, to come up with an electric road vehicle. That looked more promising to them, and why should it not? Edison was then at the height of his fame; he had already invented the incandescent light, the phonograph, and the automatic telegraph; he had developed the practical means of generating electricity and of distributing it for use, and he had improved and furthered countless other electrical devices. Certainly, he would develop a practical, efficient road vehicle propelled by electricity once he turned his attention to it, or at least so everyone thought. And just as certainly, these fellows who were trying to make a carriage go by itself with the use of a noisy, smelly gasoline-fired contraption were on the wrong track, wasting their time.

Another inventor who was trying to perfect a gasoline powered buggy was Henry Ford, of Dearborn, Michigan. Like Duryea, he got virtually no encouragement, but by 1896, he had already built a reasonably successful gas buggy and was working in his spare time on a second, better one. At the time, he was employed as Chief Engineer of the Detroit Edison Company, and it chagrined the president of the firm to think his engineer was tinkering with gas engines when electric motors were so obviously superior. Nonetheless, Ford was invited to attend the annual convention of the

(Continued on page 9)

(Continued from page 8)

ture gauges.

The "Stairway to the Stars," a winding circle-and-a-half staircase, leads visitors from the mezzanine to the fourth floor, where a collection of musical instruments, most from Germany and Belgium, is on display. Music boxes, nickelodeons, wall-sized orchestrions (giant music boxes) and the Mighty Wurlitzer Theatre Pipe Organ fill the room. "We have about ten on display," Underwood says, adding that the instrument collection contains almost double that number and they are sometimes rotated.

To the delight of tour participants, four or five of the instruments - which date from 1910 to 1930 - are played on the tour. (The number, Underwood says, "varies from tour to tour, and we don't always play the same ones.")

But the showpiece is the theater organ, the second-largest such Wurlitzer organ in the world, (the largest is in a private collection in Indiana, according to Underwood).

"The (1994) earthquake pretty much destroyed it," Underwood says. Indeed, while the cars came through the disaster in fine condition, the musical collec-

(Continued on page 10)

More Mickey Rooney

(Continued from page 8)

Association of Edison Illuminating Companies, held at Manhattan Beach, New York, in August 1896, and it was at that convention that young Henry Ford was privileged to meet the great Thomas Edison himself.

One of the chief topics discussed at the convention was the progress being made in electric carriages, and the effect their use would have on the producers of electricity. Informal discussions continued after the session close and went on over the dinner table that evening. Henry Ford's boss pointed to him and said, "There's a young fellow who has made a gas car." All eyes turned to Ford; even Edison showed much interest, and soon Ford was explaining in detail how his machine worked, and how the parts interrelated. Edison queried Ford on all kinds of details, and Ford sketched as he replied. Soon Edison brought his fist down on the dinner table with a thump. "Young man, that's the thing; you have it!" he exclaimed. "Keep at it! Electric cars must keep near to power stations. The storage battery is too heavy. Steam cars won't do, either, for they require a boiler and fire."

Ford was to say afterward that that bang on the table meant worlds to him. Until he got Edison's personal approval of his work, Ford was not even sure himself that the gasoline engine had any future. But with the assurance of the greatest inventive genius then living that he was on the right track, Ford pursued his work with renewed confidence and enthusiasm, and, as everyone knows, succeeded far beyond his own or anyone else's wildest imaginings. Within the next 30 years, Ford perfected his machines, devised the means of building them quickly and inexpensively and produced nearly 15 million of them. More than any other man, Henry Ford was responsible for putting the nation on wheels. And in those 30 years, Ford's acquaintance with Edison blossomed into a true and lasting friendship, and each became the others most devoted admirer. In the late 1920s, Ford established the Edison

Institute, of which the Henry Ford Museum and Greenfield Village are parts, and paid to have Edison's old laboratory complex brought from Menlo Park, New Jersey, and set back up in Dearborn, Michigan so that it would be preserved for posterity. Several other buildings connected with Edison came along, too, plus tons of artifacts and records, and you can see it all there at the Henry Ford Museum and in Greenfield Village today, the greatest collection of memorabilia relating to Thomas Alva Edison in the world.



Just before World War II, Mickey Rooney purchased this 1942 Ford Convertible.

Mickey Rooney plays "Young Thomas Edison." After the advent of sound motion pictures in 1929 — another development in which Edison had shown the way — the Hollywood movie makers found they had fewer limitations in the presentation of screen stories. New themes began to emerge; among them, the lives of great men, soldiers, statesmen, inventors. Remember Don Ameche cast as telephone inventor Alexander Graham Bell? In 1939, Metro-Goldwyn-Mayer Studios embarked on a pair of films devoted to the late Thomas Edison, who had died eight years before. One picture was to be called, "Edison, the Man," starring Spencer Tracy in the title role, and the other was "Young Tom

(Continued on page 10)

(Continued from page 9)

tion was damaged. The facility was closed for 14 months while extensive repairs were made.

"When we were closed, we enlarged the organ," adds the archivist. With 5,000 pipes, it is now 30 percent larger than the one at New York's Radio City Music Hall, she says.

The grand finale of the tour is a short, computerized concert featuring the organ. "We always play our theme song, 'Stairway to the Stars,' and now we're playing the 'Old Piano Roll Blues,' and our finale is usually 'Back Bay Shuffle,'" Underwood notes.

Jay Leno, the former host of "The Tonight Show With Jay Leno" and an avid car collector, knew Mr. Nethercutt and expressed great admiration for the breadth and quality of his collection.

"He was more than a car collector, he was a historian," Leno said. "He has done a Smithsonian-style effort on the history of transportation in America right here in the San Fernando Valley."

"The tragedy of my life," Nethercutt often joked, "is that I don't have a college education and will never make anything of myself."

From the internet...

Mickey Rooney's Continental continued

(Continued from page 9)

Edison," featuring Mickey Rooney.

Of course, Henry Ford was only too glad to assist in the creation of these motion pictures in whatever way he could. The stars of both movies, one of the directors, and various technicians went to Dearborn to talk about Edison with Henry and Edsel Ford, and to see the Edison buildings and collections, to get the proper background for making their films. Ford even loaned the services of William A. Simonds, the Editor of Ford News magazine and author of several books about Edison; and Francis Jehl, the last survivor among Edison's assistants, as technical advisors.



Above, Edsel Ford, Mickey Rooney and Henry Ford.

At the time he portrayed young Tom Edison, Mickey Rooney was at the zenith of his motion picture career. This career really took off. The first one called "A Family Affair," was supposed to be no more than a Grade B pot-boiler, but the public loved it. Soon the Andy Hardy movies were an American staple, with Mickey Rooney in the title role and Lewis Stone as his father, Judge Hardy. By 1940, the series had stretched to 10 films with no end yet in sight. There were other movies, too, in which Rooney dis-

played more of his talents. Just before he portrayed a young Thomas Edison, he made "Babes in Arms" with Judy Garland, which turned out to be the greatest hit that M-G-M had produced in years. There was no doubt about it; Mickey Rooney was the hottest property in Hollywood in 1939; America's favorite film star, edging out Shirley Temple who held that honor from 1935 to 1938. It was only natural, then, that M-G-M should cast Mickey Rooney as the young Tom Edison.

As a person, Mickey Rooney had quite a reputation at that time. Writing in Photoplay magazine for January 1940, columnist Dorothy Kilgallen's description of Rooney as Public Pixie Number 1 was typical. "Mickey is a swift man in the swing joints," said she, "quick to toss off a cocktail, ready to shag or truck or beat the drums, and always alert to snare a chorus girl's telephone number. He is fond of fast cars, and the kind of show girls that look best in them; he is cock-sure, impudent, extroverted and a conscious pixie. . . The all-time brat of all time." Such was Mickey's talent that when he portrayed Andy Hardy, he was completely believable as the typical American boy, well-intentioned but inexperienced and naive, with a large stripe of humility, and millions loved him in that role. "Yes, Dad," he would say contritely as Judge Hardy unbraid him for some foolishness, "I guess you're right."

When he was in Dearborn to work on the motion picture, Mickey Rooney comported himself much more in the Andy Hardy mode than his own, and he simply captured everyone, including Henry Ford. And at the premiere of the movie, it was more of the same. The film studios used to put on some marvelous whoop-de-doo for a major motion picture premiere in those days, and "Young Tom Edison" was considered important enough to rate a real production. The first showing of the motion picture was to be held in Port Huron, Michigan, Edison's boyhood home 85

(Continued on page 11)

Mickey Rooney's 1940 Continental

(Continued from page 10)

miles northeast of Detroit, on the eve of the great inventor's birthday

In his Museum, Henry Ford had a Civil War-era locomotive, the "Sam Hill," and three passenger coaches of the same vintage, all restored to look like the very train that the young Tom Edison used to ride on, selling candy and fruit and newspapers that he wrote and printed himself to the passengers on the Port Huron to Detroit run. In fact, Ford even had the little chemical lab and print shop set up in the baggage car just like the one Edison had when he was a boy. Ford had the train taken out of the museum and prepared to run once again for the premiere, and Saturday morning, February 10, the old train pulled out from Dearborn bound for Port Huron, packed with dignitaries. Edsel Ford was on board, as was Harvey Firestone, Jr., along with Edison's widow, the Michigan Secretary of State, Msgr. Flanagan of Boys' Town, the Premier of Ontario; Louis B. Mayer, head of M-G-M and Mrs. Mayer; the vice president of Western Union; a gaggle of officials from various towns along the route of travel, and sundry reporters. And there to serve them candy, fruit and newspapers was Mickey Rooney, all dressed in the suit and cap and elastic-sided shoes he wore while making the movie, recreating his role as young Tom Edison. At every town along the way, people gathered to see the ancient train and its notable passengers, who waved and smiled as the bands played. It was a beautiful, sentimental journey, shared by thousands.

At the luncheon in Port Huron that afternoon, Mickey Rooney told the multitude, "When you see the picture, I hope you will not see Mickey Rooney or Andy Hardy; I hope you will only see young Tom Edison." And in the evening, they did just that. Although Henry Ford was not able to attend the festivities in Port Huron, he was deeply moved by the whole event, and especially by Mickey Rooney's portrayal of his old friend, Thomas Edison. In speaking of his father's having provided the train, the hospitality, and the facilities for the celebrations, Edsel Ford said that he had done it "in honor of his old friend Thomas A. Edison and his new friend, Mickey Rooney."

Ford's gift to Mickey Rooney. Of course, while he was in Dearborn for the premiere, Rooney was Ford's guest. Henry Ford showed Mickey through his museum, and Mickey cut loose with an impromptu version of "Genevieve" on an ancient pipe organ when Henry mentioned that that was one of his favorite old tunes. Before Rooney went back to Hollywood, Ford simply had to do something for Rooney to show his appreciation for his role in the Edison film and at the premiere. He promised Mickey one of the biggest, finest automobiles that his fac-

ories produced, a swanky new 1940 Lincoln Continental convertible.

Although this part of the story was not recorded, Henry Ford certainly must have asked Mickey Rooney what color of car he would like, and Rooney must certainly have answered "blue," for that was what he liked, and that was what he got. In fact, Rooney's first car had been a blue Ford convertible, when he was only 16 or 17 years old. Although the 1939 Ford Deluxe station wagon that Mickey was regularly driving at that time was not blue, the Continental certainly would be.

In the week directly following the movie premiere at Port Huron, Henry Ford set Edsel to creating a special blue Continental for Mickey Rooney, undoubtedly recognizing that Edsel had the taste to do the job right, and the facilities for getting it built, for the Lincoln line was always Edsel's pet project. For a car that was to be a gift, there was no requirement that all parts be of standard design so that they could be replaced with like items across the counter; some parts could be special, one-off items. The car was painted Lyon Blue, a stock 1940 Mercury color that was used on only this one '40 Continental. The interior parts normally finished in metallic mahogany were done in Lyon Blue, too — dash-board, windshield frame, steering column, brake handle, rear view mirror and all. The steering wheel and the window crank knobs and escutcheons were done in blue plastic; in all probability, the same material as was used for the 1940 Mercury plastic parts. The dash knobs, horn button, and gear shift knob were standard Lincoln-Zephyr light tan plastic. The metal trim, normally finished in pale gold macoid, was chrome plated instead, like the conventional Zephyrs.

The upholstery was entirely in blue, harmonizing with the exterior of the car, done in the standard pattern used on other Continentals. The interior was done in a very soft, pliable blue leather from Blanchard Brothers and Lane, one of Lincoln's normal suppliers, and the seat inserts, or pipes, were of Laidlaw's #2600/747 blue Bedford Cord. The carpet was of the same color, specially dyed over the closest match available in dark gray carpet material. Only the top material broke away from the monochromatic effect; it was a standard tan top. The only accessory fitted was the radio with cowl antenna, and the whole rig was set off with Firestone white sidewall tires.

All the special upholstery and interior parts were gotten together and used on an otherwise stock Lincoln Continental Cabriolet, Serial Number H-98800, with Body 06H56-134. The car was completed on the last day

(Continued on page 12)

Rooney's 1940 Continental continued

(Continued from page 11)

of February 1940, and a week later, was shipped to the wholesale branch at Long Beach, California, where John R. "Jack" Davis, Long Beach branch manager, took charge of it and had it prepared for delivery. Davis had recently been in charge of all Ford sales, so he well knew what to do. By March 15, the car was ready to go.

Meanwhile, back at the M-G-M ranch, Mickey Rooney had his head in the clouds. For two or three weeks, he had talked of nothing but that beautiful new Continental that Mr. Ford had picked out especially for him, and no one had been able to get him to do much work at the studio. He was just too excited about getting that car.

On Saturday, March 16, 1940, Jack Davis himself drove that car from Long Beach up to the M-G-M studios in Culver City and presented it on behalf of Henry Ford to Mickey Rooney. No new car ever got a more wildly enthusiastic response than did that one. "I have never seen anyone in my entire experience so genuinely happy and enthusiastic about anything," Davis said later. Rooney ran around and around the car, exclaiming, "Wow!," jabbering a mile a minute; utterly wild with joy. At last, he jumped in the car and tore off around the block. Soon he was back, more frantic with joy than ever. Davis said he should have taken a movie camera with him, as Rooney put on one of the best performances of his career over that Lincoln Continental, but there were only a few still photos taken to record the event. Of course, as soon as Rooney got his wits together again, he fired off telegrams to Henry and Edsel Ford with his profuse thanks for the "most wonderful thing that every happened to me. . ."

A private personal gesture. The gift of the Continental was a private, personal gesture made by Henry Ford, so it received very little publicity. In fact, it was some days later that any mention at all appeared in the press about Rooney's new Lincoln. In Jimmie Fidler's movie news column in the Los Angeles Times for March 21, 1940, were these two lines: "Today's newsy gleanings: That block-long Lincoln Mickey Rooney's sporting is a gift from Henry Ford." And Variety, in which all the news about movies or theater people appeared if it appeared anywhere, was equally terse. Their two lines, in the "Retakes" column of the March 22 issue, ran this: "As a result of his work in 'Young Tom Edison,' Mickey Rooney is driving a man's size, Lincoln." As far as publicity went, that was it! A photo essay about Rooney in the May 7, 1940, Look magazine,

probably prepared before the Continental arrived, pictures Rooney driving his '39 Ford station wagon, although a blurb on the title page mentions Mickey's work on "Young Tom Edison" and Ford's gift of the new Lincoln.

Although Henry Ford's gift was one of great generosity, and Mickey Rooney's response was as effusive as anyone could hope for, it must be noted in retrospect that the Lincoln Continental was not well suited to Rooney. Anyone who has ever driven one of these cars has quickly figured out that one can hardly be too tall to be comfortable driving an early Continental, but one can certainly be too short for it. The seat is set back several inches from its normal position in the stock Lincoln-Zephyr chassis, and special extensions for the pedal pads are necessary to bring them back somewhere close to where they should be for most drivers. The accelerator had no such extender applied to it. Mickey Rooney, you may recall, is and was then, only 5 feet, 3 inches tall, and after the pleasure of Mr. Ford's gift abated, it must have been difficult for Mickey ever to feel comfortable driving that car.

There is also the fact that Mickey really was not keen on driving anyway. An in-depth article about him appearing in the March 18, 1940, issue of Time magazine — which was on the newsstands at the time Rooney got the Continental — notes that Rooney would rather ride with somebody else than drive himself, even if it was his own car. If the other person drove, Mickey would let him.

In Ford News for February 1942, the last regular issue of that magazine before it was shut down at the beginning of World War II, a photo and caption note that Mickey Rooney had purchased a new '42 Ford convertible in Beverly Hills. It was probably a lot easier to adjust the seat in that one for a comfortable driving position, as the car was almost as short coupled through the driver's compartment as the '39 station wagon. The Continental, it seems, never figured greatly in Mickey's life after he got it.

So how does all this square with the legend mentioned at the beginning of our tale? Why do the stories persist that Rooney had the first, or perhaps the second, of the '40 Continentals? It may be that the facts given here have gotten crossed with the particulars surrounding another young movie actor, Jackie Cooper, and the '40 Lincoln Continental that he had. The factory records are quite clear that Cooper owned the first regular production '40 Continental cabriolet, with Body #3; in fact, his name is written on the Assembly Record card. And Jackie Cooper might easily have gotten confused with Mickey Rooney, at least in this context — both were Hollywood movie actors who gained fame in the 1930s as child actors, and Cooper was only a couple of years

(Continued on page 13)

Mickey Rooney's '40

(Continued from page 12)

younger than Rooney. There is a photograph of Jackie Cooper in his new '40 Continental convertible on the cover of Continental Comments, Number 79, July-August 1965.

Rooney's Lincoln survives. Somehow, it is hard to believe that those events occurred, nearly half a century ago, but that is almost how long it has been. Even so, both Mickey Rooney and the '40 Lincoln Continental he had are still extant, although they have not been together for many years. Rooney and the car came to the parting of the ways in the divorce settlement with Ava Gardner in 1943. Both have been through many changes and vicissitudes in the years since, but Rooney, at least, has gotten back his stardom, even though he is pushing seventy.

The Continental has not fared nearly so well. Like many of these cars, it suffered some modifications and customizing in the 1950s at the hands of an overzealous and insensitive owner, and the V-12 engine was replaced by an Oldsmobile V-8. Somewhere along the line, the original interior and the top — the whole thing — were removed and lost, along with a lot of other parts, so that nothing of its original blue interior remains, and what is left of the car looks very difficult to restore. Whatever is left is now owned by LCOC member Joseph Buck, of Dayton, Ohio, who has had the car for the last 15 years or so.

Since Mickey Rooney has gotten a new lease on life in recent years, let's hope that someday the Lincoln Continental that Henry Ford gave him in 1940 will get one, too.

Reprinted from the 4th quarter, 1978 Continental Comments.

Pearson continued...

(Continued from page 5)

fun with it. I get about 16 mpg. Using the two-speed, I drove once 985 miles in a day. Left Stone Mountain, Georgia in '74, won best of show there, and I went all the way to Elgin, Illinois in one day, only stopping for gas. That was too far, and I was too tired. But we usually drive 500 or 600 miles in a day, and that's about right. It's very comfortable over that distance in a day. We stop every two hours or so. The car steers beautifully. The lights are good. I put two big reflector lights on the back-license plates, too. And I carry flares and flashlights. I've never been to a Western National, but I'm coming. L.D. Arrington and I would like to go together, and bring both our '40 Lincoln Continental Cabriolets."

LZOC Leaders pass



Hank Dikkeboom

Henry "Hank" Dikkeboom

We are sad to report the passing of Hank Dikkeboom. He was also past president of Lincoln Zephyr Owners Club as well as a trustee of the Lincoln Motor Car Foundation. He died December 20, 2016, in the presence of his family in Wisconsin.

Hank was a long time member of LZOC and a frequent contributor to its many events. He always had

the best interests of the club and the welfare of its central region uppermost in his mind. He is survived by his wife, Mary, also a frequent participant in many club events.

Hank's legacy to this world is the effect he had on other people and his community. His focus in life was in providing a stable, loving home for his family, providing skills to his students, and contributing to his community.

Hank's parents immigrated from Rotterdam, Holland: from them came a tradition of skilled labor and hard work. His father (Hendrik) came from a family of ship builders. His mother (Hendrika) was a tailor.

After graduating from Montclair State in New Jersey, Hank taught Home Construction and Industrial Arts in Sussex, N.J., for seven years. Then, he completed a master's of science from the University of Wisconsin-Stout, married Mary Lou (Propst), and became a Badger. Being one who loved planning and executing a project, he designed and hand-built his family home near Clear Lake in Milton Township. They have lived in this house for 46 years and raised their daughters Amy Louise and Audrey Leslie. Hank and Mary also built a self-storage business (Stor-A-Lot) on their property and ran it successfully for 30 years.

Hank developed the Automotive Repair curriculum and taught at Blackhawk Technical College for 29 years. He valued education and had a lifelong commitment to the skilled trades. He took great pleasure in seeing the fruit of his efforts — students who supported their families because of the skills learned from him.

While at Blackhawk Tech he assumed union leadership roles including several terms as president and served on the Janesville Central Labor Council. In addition, he traveled throughout the Midwest serving on accreditation and certification review teams at vocational and technical schools.

Hank served his community as the Town of Milton

(Continued on page 14)

Hank Dikkeboom and David Cole Pass

(Continued from page 13)

municipal court judge for 34 years. He respected and listened to those presenting their case to the court and treated individuals fairly.

Hank was a "walking encyclopedia" of information about cars and restored many classic vehicles. His favorites were his 1937 Lincoln Zephyr, a 1950 "Woodie" wagon, and a 1941 Mercury convertible. Because of this, he was active in many car clubs, including the Early Ford V-8 group and the Lincoln Zephyr Owners Club (LZOC). As an LZOC member, he organized many car meets in the Midwest and served as president several times. Until illness forced him to resign, he was elected national president of the Lincoln Zephyr Owners Club.

Henry John Dikkeboom, born July 15, 1941 in Orange, N.J., passed away peacefully on Dec. 20 at home, surrounded by love and family. Hank is survived by his wife, Mary Lou, and by his daughters, Amy Bostley and Audrey (Marty Collins) Dikkeboom. He is also survived by his grandchildren Alexandria, Alyssa, and Allison Bostley, as well as Henry and Anna Collins. He is also survived by his sister (Margaret), brother-in-laws, sister-in-laws, and several nieces and nephews.

Memorial services have been held.

David L. Cole



We are also saddened to report the passing of noted automotive author David L. Cole, of late the editor of the LZOC publication, "The Way of the Zephyr"

Automotive historian, researcher, and editor DAVID L. COLE reached the end of the road of life early on the morning of Friday, November 11, 2016, at the age of 85.

A lifelong resident of Santa Barbara County, Dave was born in Santa Barbara on June 13, 1931, the only child of Linden S. Cole and the former Mabelle P. Smith. He graduated from Santa Barbara High School in 1949 and from the University of California at Santa Barbara (Riviera campus) in 1954. It was while a student at UCSB that he met and fell in love with an attractive blonde from Pasadena named Barbara Bruce. They were married on February 1, 1953 ("the first day of a perfect month," he used to say, as seen on the calendar), and their love story continued for 51 years before her untimely passing on June 5, 2004.

After a stint in the Army in 1955-56 that took him,

Barbara, and their infant son to Munich, Germany, Dave spent 28 years as a field engineer with General Telephone Co. His job transferred him in 1961 to Santa Maria, where the Coles have lived ever since. In the mid-1980's, with telecommunications technology beginning to move into the computer age, Dave, a confirmed Ludite, saw his chance to bail out, and seized the opportunity to retire at the age of 53. This left him free to pursue full-time his lifelong interest in vintage cars (early Ford V-8's and Lincoln V-12's, mostly), roads and highways, maps, and automotive history. He has written informative and amusing articles for a number of automotive publications since the 1960's, and served as the editor of "The Way of the Zephyr," the magazine of the Lincoln-Zephyr Owners Club, from 1989 until his death. This gave him the welcome opportunity to work closely with his son Richard, a graphic designer, who set the type and laid out the pages for the magazine.

Dave was well known among vintage Ford and Lincoln enthusiasts across the country and around the world, and was a familiar figure at national car club meets every year from 1957 to 2016. Fellow car guys found him to be a fount of arcane knowledge about intricate matters of history and authenticity, able to recite obscure part numbers and specifications off the top of his head. "That's what Dave Cole says about it," guys would say, and that would settle any argument.

For his last few decades, Dave was so busy researching and writing that he didn't have time to work on his own cars, but at the time of his death he still owned the 1932 Ford coupe he bought as a teenager in 1948 and the 1940 Lincoln Continental Cabriolet that he and Barbara bought together in 1954.

Dave Cole is survived by his three children, Richard Cole (and wife Catherine), Elaine Schneppe, and Kathleen Wilson, all of Santa Maria; and five grandchildren, Caroline Hysell (and husband Luke) of Port Townsend, Washington; Claudia Cole of Grover Beach; Cecily Cole of San Luis Obispo; and David Wilson and Corinne Wilson of Santa Maria.

At Dave's request, there will be no services. In lieu of flowers, donations in memory of Dave Cole may be contributed to the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan.



For Sale All Good Lincolns



FOR SALE: 1997 Lincoln Town Car - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or rptoenges@aol.com



For Sale 1948 Lincoln Continental Coupe
\$12,500

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. This is a full CCCA Classic and would be a great car for touring next summer.

Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143.

Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.



For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: trbrace@comcast.net

Ken Sampson is offering two cars for sale.

1948 Continental Cabriolet RestoMod. Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.



1983 Mark VI. Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047



You May Be Interested in these Items for Sale



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.

For Sale - 1965 Lincoln Continental Convertible



This beautiful fully restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.



Northstar Region grille badges are now available. To obtain yours, contact Harvey Oberg at 651.739.9754



1994 Lincoln Town Car Executive with rare Light Santa Fe Metallic Clear Coat and matching leather interior, 113K miles, full power, moon roof. Second owner for past 16 years. Always garaged and never driven during the winter. Asking \$9,500. Call Richard Magner at 651.351.2855.
Email: milliemoonlight@usfamily.net

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson
651.257.1715, email: arborbob41@aol.com

Preview of Coming Events

- January **Sunday Brunch, Roasted Pear, Brooklyn Park, January 8**, at 11:30 a.m.
2017 LCOC National Board meeting, San Antonio, January 11- 14
- February **CCCA Potluck/Auction, Firefighters Museum**, 664 22 Avenue NE, in Minneapolis
Saturday, February 18, at 5:00 p.m.
- March **Sunday Brunch, Machine Shed**, Lake Elmo, **Sunday, March 12**, 11:30 a.m.
- April **Sunday Brunch** Date and place to be determined
- May **9th Annual Memorial Day weekend car show**, Morries Ford Lincoln, Minnetonka, MN,
Saturday, May 27, 10:00 a.m. to 2 p.m.
- June **Back to the Fifties, June 16-18, 2016**, Minnesota State Fairgrounds, St Paul
All Ford Show, June 3rd, Dunwoody Plaza, Minneapolis, MN
- July **Maple Grove Days Car Show, Saturday, July 15, 2016**
14th Annual Out State Lincoln Car Show, Details in future newsletter
Sunday, July 30th, the **10,000 Lake Concours d'Elegance**,
Excelsior MN 10 a.m. to 4 p.m.
- August **Lincoln Motor Car Museum, Grand National Meet**, Fourth Annual Lincoln Homecoming,
Hickory Corners, MI, **August 7-13, 2017**, All Lincoln owners, 100 year Anniversary Lin-
coln Incorporation, LOC will be hosting. More details in future newsletters or visit
www.lincolncarmuseum.org
- September **10th Annual Luther North Country Lincoln Car Show, Saturday, September 9th**,
2017, 10 a.m. to 2 p.m.
- October **Annual North Star Potluck and Auction** at Morries in Long Lake, MN,
Sunday, October, 15th, 2017.
- November **Year end Sunday Brunch at Dangerfield's** in Shakopee.
Sunday, November 12th, at 11:30 a.m.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS 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.

North Star Activities



Get 2017 off to a good start join your North Star family for the first brunch of the New Year, Sunday, January 8, 2017, at the Roasted Pear, 9690 Colorado Lane, Brooklyn Park.

Be there at 11:30 AM, don't miss out on all the fun!

North Star calendars will be given out to those members who did not receive theirs at the November brunch. Door prizes for those who attend. Please RSVP by January 5th to Jay White, 952.432.5939, email: jay@jwhiteandassoc.com



Upper Midwest Region of the Classic Car Club of America

POT LUCK DINNER AND AUCTION

Saturday, February 18th at 5:00PM

To be held at the Firefighter's Museum, 664 22nd Ave. NE, Minneapolis

WELCOME LCOC MEMBERS and FRIENDS!

Get out of the house for a few hours and spend the early evening with your friends talking about cars, maybe even Lincolns, and generally having a good time.

More details in our February Newsletter. Save the date now.

AUCTION INFO: Please bring quality auto-related items (parts, literature, toy cars, auto-related collectibles, etc.) to donate for the auction. Auction proceeds will be split with the Lincoln Club.