

NORTHSTAR NEWS

My Pride And Joy



Hank Dikkeboom's beautifully restored 1937 Lincoln Zephyr Coupe

By Rick Miller, originally appearing in the November 4, 2010 issue of the Milton Courier.

This may be the computer information age (or is it the portable digital device age?), but drawing a line across a clean page is still the first step in creating new design, be it digitally or on paper.

A designer may bend a line one way or another based upon an object's purpose, design trends or more artistic influences. It's that purely creative process that has given us many classic automobiles, including the Lincoln Zephyr, produced by Ford from 1936 to 1942.

An outstanding, restored 1937 Lincoln Zephyr coupe resides just north of Milton, Wisconsin in Hank Dikkeboom's shop. Zephyr sedans were built in greater numbers, but the curves of the early coupes epitomize the design concept best. Surviving coupes like Dikkeboom's are a rolling tribute to an entire, pre-war design movement.

The 1920s saw the birth of a popular design style now known as Art Deco. The worldwide Art Deco style was so popular that it affected all areas of design in the 1920s and 1930s, including painting, graphic arts (advertising), architecture and industrial design. New York City's Chrysler and Empire State buildings are arguably the best-known examples of Art Deco architecture.

A parallel design movement was Streamline Modern, or simply streamline, where

(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	North Star Board Meeting Minutes	5
Editors Message	3	Northstar Region Events	17
Trivia	3		

Board Of Directors - 2016

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2017
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2017
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2018
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2017
Director	Bob Roth	H(763)475-1429		2017
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2018
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2018
Director	Eric Chiquist	H(612)781-7622	echinquist@yahoo.com	2018
Director	Richard Eilers	H(218)393-5747	dickido@aol.com	2017

Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Pride and Joy Continued...

(Continued from page 1)

shapes were influenced by aerodynamic principles, at least as they were understood at the time. Some of the 20th century's greatest designers were products of this era, including Raymond Loewy, Virgil Exner and Milwaukee's Brooks Stevens (Loewy and Stevens were two of the original 1944 founders of the Industrial Designers Society of America).

The merger of the Art Deco and streamline styles began pushing designers' pencil lines in dramatic new directions in the pre-war years. Objects of everyday life suddenly sprouted aerodynamic shapes even if that object, such as a toaster, wasn't supposed to move. And the arcing, aerodynamic lines of pre-war planes, trains

and automobiles like the mass-produced Zephyr or custom built French Delahayes continue to inspire.

Just this month, for example, Mercedes Benz is giving media previews of its restyled-for-2012 CLS sedans, which go on sale next spring. Inspiration for the car's "new" styling direction with bulging rear fenders and fastback styling is Mercedes' own prewar streamliner: the 1937 Autobahn Cruiser.

The 2012 CLS was designed in the U.S. by Hubert Lee, director of Mercedes' Glendale, California design studio. Commenting on his latest design, Lee told Autoweek magazine, "It's like art; if you do what's expected, it's not special."

The 1934 Chrysler Airflow was an unexpected and dramatic attention-getter as the first American production car to use form-follows-function, streamlining techniques as a basis for design. Chrysler had built a wind tunnel in Highland Park, Michigan, and the Airflow's basic shape came about after engineer Carl Breer, with cooperation



(Continued on page 6)

Trivia from the Internet



Checker Taxi Cabs
1917 - 1982

Checker Taxi was an American taxi company. It used the Checker Marathon produced by Checker of Kalamazoo, Michigan.

The "Checker", particularly the 1958-82 Checker A series sedans remain the most famous taxi cab vehicles in the United States. The vehicle is comparable to the London Taxi in its nationally renowned styling, which went largely unchanged throughout its use, and also for its iconic status.

Motorized taxi cabs began to appear on the streets of major cities beginning in the early 1900s. Particularly in Chicago, where numerous railroads had terminals, there was considerable need for on-demand, point-to-point chauffeur-driven transportation. Hotels, department stores, and office buildings embraced

(Continued on page 4)

Editors Message

July 2016

June is in the rear view mirror. We now have the two hot months, July and August to look forward to. Be sure that you take some time out to enjoy the evenings as they can be some of the best parts of a summer's day. If you are fortunate enough to have a convertible, the time behind the wheel with the top down in the early evening can be the most pleasurable part of owning such a car. Stock up on the experiences of the nice days now, so you can remember them some six months from now, when you are inside freezing your backside. The joys of living in Minnesota. At least we don't have to suffer through 100+ degree days and nearby forest fires like many of our friends that live in the southwest part of the United States.

In July we will be touring Iowa and Missouri, first visiting Boone, Iowa and the home of the iconic Mark II convertible. This Mark II was created especially for Mrs. Eleanor Clay Ford from a car shipped to Derham Body Company in Pennsylvania, and is the only factory authorized convertible for which documentation exists. This interesting Mark graced our show fields when we sponsored the LCOC Mid America at Bloomington in 1992. We will eventually make our way to the great metropolis of Moscow Mills, Missouri, home to the infamous collection of very unique automobiles owned by our longtime member and good friend, Dick Koop. As we are fond of saying, every car has a story, and Dick has some great stories to tell about those who reside in his collection. He will

be hosting a Lincoln car show on Saturday, July 23 and our North Star members will be attending in-force. Other interesting activities are also planned for this four-day tour, including stops for food, which is almost as good as looking at old cars. For more information and to sign up for this tour, contact Bob Johnson at 651.257.1715.

In August, some of us will be making the journey over to Hickory Corners, Michigan and the site of the Lincoln Heritage Motor Car Museum and to celebrate their second annual homecoming. The host will be the Road Race Lincoln Register, one of the four founding organizations of the Lincoln Museum. All four clubs, Lincoln Owners Club, Lincoln Zephyr Owners Club, Road Race Lincoln Register and Lincoln and Continental Owners Club have been invited and

many members, along with their fine Lincolns will be in attendance. It will be a good chance to see some very unique Lincolns and take in a bit more of the Hickory Corners complex.

Also in August, there will be a "Gathering of the Faithful", a meet sponsored by the Lincoln Zephyr Owners Club from August 18 – 20 in Red Wing, Minnesota. We urge our members to get a meet packet, register for some of the events, go and support our friends in the Zephyr Club. Some great cars and even greater people will be there. You surely will have a good time.

Till next month....

David, Marion and Sweet Olga, the Samoyed.



Sweet Olga enjoying a nice summer day checking out all the pretty flowers. All girls love flowers and Olga is no exception.

Directors Message by Bob Johnson July 2016

(Continued from page 3)

the amenity, but often limited access to their facilities to a single cab company. Kickbacks were common, and the system favored larger operators, who had the financial resources to "play the game".

By 1920, there were two dominant taxi-cab companies operating in Chicago: Yellow Cab and Checker Taxi. Yellow Cab Company was founded in 1910 by John Hertz who subsequently established his own cab manufacturing business in 1917. Checker Taxi did not own its own cab manufacturing company, but principally used Mogul Cabs, manufactured by Commonwealth.



Morris Markin, a clothier from Chicago, Illinois, became the owner of 'Markin Automobile Body', an auto-body manufacturer based in Joliet, Illinois following a default by the owner on a \$15,000 personal loan. The facility made bodies for Commonwealth Motors, which marketed the vehicles to cab companies

(Continued on page 5)



Can you believe that July is almost here! The annual car show at Morries, Back to the 50's at the fairgrounds and the Mid America National Meet in Dayton, Ohio are already history for this year. It is time to get ready for our July car shows, we have two in July for your enjoyment, one local in Maple Grove and one in Moscow Mills, Missouri, hosted by Dick Koop. Please get your Lincoln out and see if you can find a route that is road construction free and enjoy the summer cruising our highways.

We started our car show season with our 8th annual Memorial Day weekend car show, on Saturday, May 28, at Morries Ford Lincoln, in Minnetonka. The weather was cool, damp and with rain forecasted. We were a few cars short due to the threat of rain, but we still had a fun day.

The first event for July is the Maple Grove Days car show on Saturday, July 16th. We will meet at Perkins, 11801 73rd avenue North in Maple Grove at 8:00AM for breakfast. Perkins is just south of 694 on Hemlock, take the Hemlock exit off 694. If breakfast and 8:00AM are too early for you, we will meet at 9:00AM, at Perkins and then drive to the show and park together to make the ultimate fashion statement with our beautiful Lincolns. The show is 10:00AM to 3:30PM with a \$5 entry fee. The show entrance is at 8001 Mainstreet in Maple Grove.

Our second event for July is a road trip to Moscow Mills, Missouri, with stops along the way, including Boone, Iowa to see the custom Mark II convertible, originally commissioned by the Ford family and now owned by the Geoppinger family. We will depart the Twin Cities, Thursday, July 21 and stop for lunch at 12:45PM at the Saints Avenue Café, 1312 South Story Street, Boone.

After lunch, we will drive a short distance to visit Geoppinger's. Leaving there, we will continue on to Ames, Iowa and spend Thursday night at the Holiday Inn Express, 2600 East 13th St, Ames. Call 515-232-2300, for reservations and ask for "Lincoln Club", room rate which is \$109 plus tax, and will honored till June 30.

Friday morning, we will depart Ames and travel to Moscow Mills to visit with Dick Koop and see his most interesting collection of underappreciated automobiles known to mankind. Saturday, July 23, we will have our 14th annual out state Lincoln car show at his garage and we should see other LCOC members with their Lincolns from Missouri and Illinois. Dick has also set up visits to other collections and nearby fine dining establishments.

To reserve rooms for Friday, July 22 and Saturday, July 23 contact Holiday Inn Express, 1175 Technology Drive, O'Fallon, MO. Call 636-300-4844 for reservations and ask for the "Lincoln Club" room rate of \$103 plus tax. If you need help call Bob Johnson 651-257-1715 or Dick Koop 608-239-2840. This is an ala carte tour, attend whatever you want to, all four days or just part of the tour. It will be fun and we will look forward to seeing you on the tour.

We have added a special Train Day, Saturday, August 27, to view Bill Juring's, outdoor garden railway, the Falls Creek and Boulder Rail Road, dis-

(Continued on page 6)

(Continued from page 4)

under the trade name 'Mogul'.

Commonwealth Motors was on the verge of bankruptcy but had an order from Checker Taxi (a privately owned cab company by George Hilsky in Chicago and New York City that had no affiliation with Markin at the time).

Markin acquired Commonwealth Motors via a stock swap, and merged it with Markin Automobile Body, forming Checker Cab Manufacturing in order to honor the contractual commitment.

Checker cabs were manufactured in Joliet for two years, then production was shifted to Kalamazoo, Michigan. The sturdy Checker cabs gained the acceptance and loyal following of Checker Taxi operators in Chicago.

Markin began buying up Checker Taxi operators' licenses in 1924, gaining full control of the company in 1937. Markin followed Hertz's business plan in having drivers open doors for the fares, and outfitted each driver with a uniform. Checker became the first cab company to hire African-American drivers and

(Continued on page 6)

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

June 9, 2016

Regional Director Bob Johnson called the meeting to order at Morrie's Ford Lincoln Minnetonka Dealership at 7:00pm. Board members present were Bob Johnson, Bob Roth, David Gustafson, Jay White and Roger Wothe. Another member present was Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed our local club activities:

- June 17-19, Back to the Fifties, Minnesota State Fairgrounds
- June 16-20, Mid America Meet, Dayton Ohio
- July 16, Maple Grove Days Car Show, meet with Jay at Perkins at 8:00am
- July 21-24 Koop's Outstate Car Show (July 23 10:00-3:30pm)
- August 10-14, Second Lincoln Homecoming, Hickory Corners MI
- August 27, Train day at Bill Juring's Outdoor Garden Railroad

LCOC National board election, Dick Koop, Steve D'Ambrosia, John McCarthy, Dick Nelson, and Stacy Roscoe are all endorsed by the North Star Region LCOC. Please vote for five.

Lincoln Museum Endowment fund raising needs our support. They will raffle a new Lincoln sedan to help raise funds.

North Star Region will be hosting 2018 Mid America National Meet; the location was moved to Twin City area—more convenient for both National and Regional Members. Our hotel search area will be in the I-394 and St Paul area. Our main Driving tour, we will be able to again view Morris Car Museum. Bob Johnson and Matt Foley will be Co-Meet Chairpersons. Please think about what you can do to help with this event.

Treasurer Matt Foley has passed onto Bob that the Treasury stands at \$2,615.83 with all bills paid.

Membership and Publications Director Dave Gustafson reported that there are about one hundred forty renewed memberships. He still needs "My Pride and Joy" articles.

There being no further business, the meeting was adjourned at 7:45pm. The next meeting will be held at Morrie's Ford Lincoln Minnetonka, July 14 at 7:00pm.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 5)

the first to require that drivers pick up all fares, not just European-American ones.

Competition for fares in Chicago was fierce in the 1920s, and drivers began ganging up on one another between fares. The fighting between the two cab companies escalated to the point where Markin's home was firebombed, which prompted Markin to relocate Checker Cab Manufacturing to Michigan.

Hertz had sold the controlling interest in his Yellow Cab Company to the Parmelee Transportation Company, but in 1929, after a suspicious fire at his stables killed his prized race horses, Hertz sold his remaining shares of Yellow Cab to Markin, who subsequently acquired another one-third in the company from Parmelee, thus taking control of both Parmelee and Yellow Cab. In 1940, Parmelee (including Yellow and Checker Cab) became the largest cab company in the United States.

Prior to selling the Yellow Cab company, Hertz had sold his taxi-cab, truck, and coach

(Continued on page 7)

More Bob Johnson

(Continued from page 4)

played in his yard, at 3410 Owasso St, Shoreview, MN, 55126, 10 AM to 12:30PM, then drive to a nearby location for lunch.

We are still waiting for The State of Michigan to approve and license The Lincoln Motor Car Heritage Foundation to hold the 2016 raffle of a 2017 Continental Sedan. The dates for drawing will change to sometime in November this year. Yes, we will still do the raffle. More details shortly.

Our latest Region Project, blue polo shirts for \$25 and white baseball caps for \$10 are now available and will be for sale at all our Region events and car shows. We ordered 24 shirts for men and 24 shirts for women, the men's shirts have a pocket. We reordered and have received more men's medium sized shirts to meet future requests.

The North Star Region will be hosting the 2018 Mid America National Meet. The location was moved to the Twin City area—more convenient for both National and Regional Members. Our hotel search will be in the I394 and St Paul area. For our main driving tour, we will be able to once again view Morries Car Museum. We are looking at the month of July because some of our members have children in school and might otherwise be precluded from attending a September meet. Bob Johnson and Matt Foley will be co-meet chairpersons. Please think about what you can do to help with this meet.

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

Bob and Mary Johnson

More Pride and Joy

(Continued from page 2)

from Orville Wright, had conducted a series of wind resistance tests on scale models.

But the Airflow was a resounding, commercial flop. It was undoubtedly forward-thinking and admired, but with its curving, waterfall front end and fender skirts, most consumers of the day thought it weird or just downright ugly.

Ford was also in the streamline game. Auto manufacturers were still contracting with independent coachbuilders for car bodies, and a few of these firms even had in-house design teams in order to generate eye-catching drawings with hopes of luring more volume business.

Edsel Ford had contracted with Briggs Manufacturing Company to supply standard Lincoln bodies, and within Briggs was Dutch-born engineer/designer John Tjaarda, another streamline disciple who had emigrated to the U.S. in 1923. Tjaarda had worked at GM under Harley Earl, the man credited with inventing the art of automotive design. Tjaarda's signature aero shape was that of a teardrop on its side with the point at the rear.

Under the sheet metal Tjaarda favored placing engines in the rear and having four-wheel independent suspension instead of conventional straight axles and leaf springs. A July, 1931 issue of "Modern Mechanix: Yesterday's Tomorrow Today," proclaimed a streamline Tjaarda conceptual drawing as a "Streamlined, rear-engine car designed for the American market."

Tjaarda penned a teardrop-shaped concept of a Lincoln Zephyr that, like the Chrysler Airflow, also had a stubby, waterfall-like front end. In 1933 Briggs produced a full-size wood Zephyr prototype that was displayed in Detroit and New

(Continued on page 7)

Pride and Joy Continued...

(Continued from page 6)

manufacturing arm in 1925 to General Motors. GM wanted to sell part of the acquired business and made an offer to Markin, but Markin declined. Rather than eliminate the capacity of Yellow Manufacturing, General Motors entered the taxicab business in New York City as Terminal Taxi Cab. General Motors operated Yellow Coach as a subsidiary until 1943, at which time the company was merged with GMC Truck Division, and manufacturing shifted from Chicago to Pontiac, Michigan.

A second "taxi war" broke out, with Checker Taxi Co and Terminal Taxi Co operators fighting it out in New York City. To end the dispute, New York Mayor Jimmy Walker created the New York Taxi Cab Commission (now called the New York City Taxi and Limousine Commission), which issued a limited number of cab operator permits, called "medallions", and mandated that cabs have seating for five passengers in the rear compartment, which favored Checker and a handful of other manufacturers that built automobiles which met this requirement. Over the next three decades, Markin

(Continued on page 8)

(Continued from page 6)

York at "Exhibition of Progress" road shows. The mockup was also sent to the 1934 Chicago World's Fair, the "Century of Progress International Exposition," where it took its place alongside other American dream cars like Cadillac's V-16 limousine.

The "Century of Progress" expo was also a coming-out party for perhaps the most famous Zephyr, the Burlington Route Railroad's Zephyr train (Merriam-Webster defines Zephyr as "a gentle breeze"). The polished, stainless steel "Silver Streak" became an icon of streamline design, and is now on permanent display at Chicago's Museum of Science and Industry.

To garner maximum publicity for its debut, the Burlington Route Zephyr set speed records and hit 112.5 mph on existing rail during its "Dawn to Dusk" dash from Denver, Colorado to Chicago on May 26, 1934 (Ironically, while this article is being written, Wisconsin's Governor-elect and his army of lawyers are working overtime to kill a nascent high-speed rail industry in the state).



Wherever the Lincoln Zephyr was displayed Ford questioned people viewing the concept and found most liked it, though only about 50 percent were interested in a rear engine. Those questioned also liked the idea of a smaller, less expensive Lincoln, which was part of Ford's business strategy for the Zephyr.

Due to the Great Depression, the market for luxury cars had collapsed.

The list of auto manufacturers that completely folded in the pre-war period reads like a "Who's who" of great American luxury marques, and includes Duesenberg, Franklin, Peerless, Pierce, Cord, Auburn and Cunningham.

Many of these high-end luxury cars of the day were essentially one-off customs subject to the options and whims of wealthy owners. But at auto giants like Ford, Edsel (and father Henry) knew the Lincoln brand needed to expand its market reach downward and add a lower-priced, mass-produced car to its model portfolio in order to survive.

The Zephyr, in addition to being the first Ford with streamline styling, was also the first car in company history to have unibody construction instead of body-on-frame.

It was another idea favored by Tjaarda.

Edsel and his old man nixed the rear engine idea and other advanced engineering thought, so by the time the car was developed for the marketplace it was front-engine, rear-drive with solid axles and leaf springs. It also retained Henry's penchant for mechanical, cable-actuated brakes (Duesenberg had been using hydraulic brakes since 1921).

The glaring exception to the norm in the car's mechanicals is the 267 cubic inch, 75-degree, V-12 engine. Edsel felt a V-8 wasn't prestigious enough for even a modestly priced Lincoln. To keep costs for a new engine lower, Henry insisted on using as many parts from the existing V-8 as possible. Thus, the new engine inherited some of the same overheating and crankcase ventilation problems of the flathead V-8s. The engine's peak horsepower of 110 was achieved at 3,900 rpm, which was high for the time. Dikkeboom said some buyers, unaccustomed to higher-

(Continued on page 8)

More Pride and Joy

(Continued from page 7)

was involved in the formation of "Checker Taxi" or "Checker Cab" companies in a number of major U.S. cities.

At one point, Markin sold Checker Cab Manufacturing to E.L. Cord, but bought it back again in 1936. Markin and Cord were friends, and after Cord bought up interest in Checker, he retained Markin as company head. Meanwhile, the large, heavy Checker Model T, introduced in 1932, featured an 8-cylinder Lycoming engine, the same one that powered the classic Cords at the time. Checker had used Lycoming 6-cylinder engines since introduction of the Checker Model G in 1927. Prior to that, most Checkers had been powered by 4-cylinder Buda engines.



The 1935 Checker Model Y featured attractive front end styling that could have been influenced by the Cord 810/812, or the 1933-34 Ford V8. The Y model continued in production until 1938. For 1939, Checker introduced a brand new model, the

(Continued on page 9)

(Continued from page 7)

rpm V-12s, contributed to engine problems by constantly tooling around at low revs. "People didn't drive them hard enough or fast enough," Dikkeboom insists, "These cars are not meant to be lugged."

The Lincoln Zephyr V-12 owner's club gives a good-natured nod to potential engine issues by naming its newsletter "Blue Smoke." Noting that the Chrysler Airflow was a sales failure, Edsel wanted a major styling revision at the front of the car, and gave the in-house task to another styling legend-to-be: Eugene T. "Bob" Gregorie. The V-12 required a longer nose anyway, so Gregorie replaced the stubby, waterfall hood and grill with a vertical grill at the front under a more pointed hood.

The alterations gave the Zephyr a more conventional front face, yet the lines flow gracefully all the way to the back of Tjaarda's teardrop shape. If anything, Gregorie's revisions pulled the whole look together and made it a classic design that evokes motion when sitting still.

When the 1936 Zephyr debuted in November 1935, prices started at \$1,320 for the sedan and \$1,275 for the coupe. The previous model year Lincoln sold only 1,434 cars, but the Zephyr immediately proved out Edsel's strategy, and sales vaulted to 14,994, four-fifths of the brand's 1936 production. 1937 would see peak Zephyr production with 29,997 units.

Dikkeboom purchased his well-optioned 1937 coupe in 1996. It was just the 26th 1937 model off the assembly line. The car's first owner was purportedly Parker Pen founder George Parker, but paper verification has been elusive. Dikkeboom said he likely could have traced the owner lineage if it weren't for a fire that consumed some

Lincoln archives in the 1940s.

It had been rear-ended while parked in 1986, and then languished in storage. The damage helped Dikkeboom in acquiring the otherwise good condition, original Zephyr for a very good price.

Dikkeboom also purchased a rusted and decrepit '37 Zephyr to serve as both a parts car and reassembly guide.

"The first thing you need to do before you restore a car is get a parts car," Dikkeboom advises, "And take pictures. Lots and lots of pictures."

Thanks to Zephyrs being highly prized by both collectors and hot rodders, he was able to recoup some of his initial investment by selling the body from the parts car to someone with a hot rod project.



Dikkeboom took his time to complete a full restoration, and believes the painstaking, attention to detail process is part of the reward of ownership.

"Some of these guys, they buy their cars done," Dikkeboom comments on other collectors, "They don't get their hands into it."

But then not everybody has a shop as well equipped as his. The former vocational education teacher has an array of machines that can repair or fabricate almost any needed part.

Dikkeboom took care to restore the car to original, factory condition as much

(Continued on page 9)

Pride and Joy continued.

(Continued from page 8)

Model A. From that time, all future Checkers would carry the "A" designation, usually with a number.

The 1939 Model A featured a retractable roof section at the very back of the greenhouse, distinctive stylized headlight lenses, and unusual open-sided front fenders. The rear roof section could be opened if passengers desired an open-air ride. The open-sided fenders in front detracted from the car's styling but made fender repairs easier for fleet owners. Beginning in 1939, Checkers were powered by the well-known Continental "Red Seal" inline six-cylinder engine, until the engine was discontinued in 1964. Starting in the 1950s, Checker offered an optional overhead valve version of the Continental six.



During WWII, Checker, like other American automakers, switched to wartime production, building material needed by the U.S. Armed Forces. After the war, Checker cars, although mechanically

(Continued on page 10)

(Continued from page 8)

as possible. He looks down on the "restomod" trend of wealthy, muscle-car collectors swapping out original components with modern pieces, correctly noting the end result is neither an original car nor a vintage driving experience.

Like many restorers, Dikkeboom's one exception to originality is a modern, base coat/clear coat paint process because of its superior durability. Still, he was able to find a 1995 Ford Midnight Red paint chip extremely close to Lincoln's original Royal Maroon factory color. The car's flanks also sport authentic, bumper-to-bumper pin stripes that draw eyes to the shoulder line, and full skirts on the rear fenders.

For a coupe the Zephyr has a surprising amount of luggage capacity. With no back seat, the interior offers flat-floor storage that can accommodate several full-size suitcases, and more bags can be stashed in the front of the trunk, accessed by flipping down the hinged, spare wheel and tire.



Gauges are stacked in the center of the dash panel—similar to modern Mini Coopers—so a matching, left-side glove compartment is in the dash in front of the large steering wheel. The lack of power steering is a reminder why steering wheels of the day had to be so wide, and there's no turning the front wheels unless the car is in motion.

Dikkeboom's coupe also has leather seats, an uncommon option, which are accented with chrome, ex-

ternal frame tubing.

Driving the car is straight forward enough, though one needs to be aware that despite weight savings of the unibody design, Zephyrs still topped 4,000 pounds, so stops in the 1930s needed more forethought.

The fully mechanical drum brakes haul the Zephyr down well enough, and pedal feel is vintage normal. Dikkeboom attests to being able to lock up all four wheels when the cables are properly adjusted.

In part because of the car's mass, the three-speed manual transmission is mated to a short 4.33:1 rear axle for good take-off; thus, a driver will quickly be looking for second gear. Third is used primarily on the open road.

The shifting experience is similar to that of 1960s pickup trucks, and 60 mph will have you wishing for another gear. Surprisingly, Dikkeboom's coupe was not equipped with a popular overdrive option. He made another concession to originality and installed a period-correct unit, which makes the car more prepared for long-distance driving.

Like any engine with 12 cylinders, the Zephyr is a picture of smoothness at any rpm and never strains. It's easy to see how, as Dikkeboom asserts, original owners may have had a tendency to keep revs too low, allowing deposits to build up in cylinders and on valves.

Zephyrs restored to this standard now bring six-figures, but Dikkeboom has no plans to cash in. He's currently working on his next (he says his last) restoration: a 1951 Ford Woody wagon.

And with a 6-year-old grandson already a budding car guy, this particular example of 1930s design will likely be a prized part of the Dikkeboom family for many years.

Morries Car Show

(Continued from page 9)

similar to the pre-war models, were styled like many late 1940s sedans. The new model, introduced in 1947, had a 127-inch (3,226 mm) wheelbase and featured unit body construction. This basic design continued in production until 1956.

The 1956 through 1958 A8 Checkers featured single headlights, 1953 Chevrolet taillights, and a thick, single-bar grille. In 1958, quad headlights became legal in the U.S., and Checkers featured the quad headlights from that time forward, along with a new egg-crate grille insert. Parking lights were housed in each far side of the grille insert. Taillights were also changed to the familiar vertical chrome strip housing dual red lenses. Early models also featured a single separate bumper-mounted backup light. Another change between the A8 and later models is the rear window. Originally flat in the A8 with a thicker "C" pillar, the rear window on later models wrapped around a thinner roof-line, affording improved all-around visibility.

For 1960, Checker introduced the A9 series taxi, as well as for the first time, a passenger sedan to be marketed to the general public, the

(Continued on page 11)

Our 8th Annual Morries Memorial Day Lincoln Car Show, Saturday, May 28, was scaled down a bit due to forecasted rain and cool weather. Even though the weather wasn't the nicest, we still had 20 Lincolns that well represented our North Star members. Had the weather been a bit more cooperative, there probably would have been another 10 – 15 Lincolns along with their owners show up for the fun and festivities. It was not a complete washout, as the rain did hold off until 2:00PM when the awards were presented and the door prizes were given out.



Opportunity abounds! Not for the faint of heart, this total restoration project will require large sums of cash along with a great deal of time to complete. A 1937 Lincoln K, very rare, but most people I know would not have enough sand left in their hourglass to finish this restoration.

We had two great Lincolns shown for the first time, Eric Chinquist, Minneapolis with a 1962 Continental Convertible and Jack and Marilyn Fletcher, Poplar Grove, Illinois, with a white 2012 Navigator. The oldest Lincoln at this show was driven by Roger and Barb Wothe, Wayzata, with a 1942 Continental Convertible. The newest Lincoln was a 2015 MKT driven by Dave Gustafson, Burnsville.



Bill Juring
First Place

Our people's choice Award for best of show, first place award went to Bill Juring, Shoreview for his silver 1969 Mark III. Our second place award went to a 1978 Town Car, belonging to John and Dorothy Palmer,

Barnum. Our third place award went to a 1984 Continental custom limo, brought by Ray and Jeanine Nelson, Princeton. During the show, discussions between Ray Nelson and Jack Fletcher resulted in the sale of this



John and Dorothy Palmer
Second Place

very unique Lincoln to Jack. The only reason Ray drove this car to our show was both their 1948 Continental and their 1957 Mark II leak when driving in the rain. They wanted to come, so they drove their limo and the title changed hands. It was a win for everyone, and the 84 gets to stay in the LCOC.

Our long distance award was presented to Jack and Marilyn Fletcher, driving a 2012 Navigator, from Poplar Grove, Illinois.

North Star Region members present and who were bereft of Lincoln were Harvey and Faye Oberg, Nick Lentsch, Fred Syrdahl, Matt Foley, Tom Brace, Bob Gavrilesu and Bill

(Continued on page 11)

Morries Car Show continued.

(Continued from page 10)

A10 Superba. For 1961, the Marathon sedan and station wagon were introduced, upscale versions of the Superba. The Superba was discontinued in 1963, and from that time on, the taxicabs were designated A11, the Marathon became the A12.

With the cancellation of the Continental inline six-cylinder engine for 1965, Checker switched to Chevrolet overhead-valve inline 6-cylinder engines, with the small-block Chevy 283 and 327 V8s optional. Starting in 1970, Checker used the ubiquitous 350 cubic-inch small-block Chevrolet V8 as an option, which was available until the end of production. GM phased out the Chevy inline six in 1979. Starting in 1980, both Chevrolet and Checker offered a new 229 cubic-inch V6 as the standard engine, with a small-block 305 or 350 V8 as optional.

The standard transmission for the Checker since the 1930s was a conventional 3-speed manual. In 1956, Checker offered a "Driv-Er-Matic Special" which featured a Borg-Warner automatic transmission and an overhead-valve Continental inline 6. By 1970 GM's Turbo Hydra-Matic 400 transmission became standard on all

(Continued on page 12)

(Continued from page 10)

Holiday.



Frank DeGradi
Morries GM

We want to again thank Morrie's, with a special thank you to Frank DeGradi, General Manager, Luke Hoffmann, New Car and Lease Manager and their staff for all the work to

make this such a great car show. Morries went out of their way to make everyone feel welcome. Our special thanks for the donation of door prizes, the big tent, a nice lunch and for letting us use their conference room for our board meeting.

We look forward to doing the Ninth Annual Classic Lincoln Car Show in 2017, again on Saturday, May 27, Memorial Day weekend.



Third place winner, Ray Nelson and long distance winner Jack Fletcher are celebrating their awards. Ray is even happier, because he found a eager buyer for his 1984 Lincoln custom limo, Jack Fletcher. Everyone went home happy.



Ray Nelson's 1984 limo, now owned by Jack Fletcher and Jack Vanatta's Zephyr. Two very different, but very nice Lincolns.



Roger Wothe's 1942 Continental. Restored to absolute perfection, we are truly fortunate to have such a beautiful car in our North Star Region along with it's very nice owner.



Al and Kathy Longley's 1958 Continental convertible. Al looks great behind the wheel.



(Continued from page 11)

Checkers.

Starting in 1959, Checker began producing passenger car versions of the taxis to the general public. The first of these models were labeled "A10 Superba" and the line included a sedan as well as a station wagon. Superbas were built from 1960 through 1963. A more luxurious model called the "A12 Marathon" was introduced in 1961, and remained in production until 1982. To the public, Checker cars were advertised as a roomy and rugged alternative to the standard American passenger sedan. A Marathon station wagon (Model A12W) was also offered, but buyers preferred style and power over practicality, so the Checkers saw limited sales with the public.

As U.S. Federal safety rules increased throughout the 1960s and 1970s, Checkers kept pace and despite having the same basic body design, Checker enthusiasts can often identify the year of a Checker based on its safety equipment. For example, starting in 1963, amber parking/directional lights were used up front. 1964 models introduced lap belts in front, energy-absorbing steering columns came in 1967. 1968

(Continued on page 13)

North Star Welcome Wagon

by Francis J. Kalvoda, Willmar MN
320-235-5777 fjk@charter.net

Our 36th Annual Willmar Car Show was a success with lots of vehicles and sunshine. LCOC members

John and Dorothy Palmer were there with their wonderful red '53 Ford F-100. The F-100 hauled home a trophy! John and I talked to a young man (still in high school) at the cruise the night before the show. He was driving a recently acquired nice original '72 Lincoln Town Car on Craigslist. He did not think he'd bring it to the show. He did not think it was good enough. John and I must have convinced him otherwise because he brought the car to the show, and was talking to people about his car throughout the day. Our car hobby will survive if we encourage younger people to take an interest in these older comfortable and affordable cruisers.

That brings me to our new young LCOC member this month. Many of us consider anyone under 50 as 'young'. He definitely fits that category since he celebrated his 18th birthday in April and just graduated from St. Paul Central High School. We welcome **Nick Lentsch**, 1466 Schletti Street, St. Paul, MN 55117, nicholaslentsch@gmail.com, 651-387-2201. Several of Nick's family members have owned Lincolns including his grandfather who had a '65 Continental Convertible. Perhaps you can help Nick find a nice modestly priced Mark III or a Mark V or a '77-'79 Town Car or Town Coupe. Nick is currently working for the City of St. Paul but will be attending college in the fall pursuing a business degree with an emphasis in real estate. I will let Nick tell you about his car and why he focused on Lincoln for his choice of ride.

"Mine isn't the nicest one on the road but it serves its purpose! I've had it for nearly two years now and never been stranded. It's a 2000 Signature Series Touring Edition. Meaning it has a different set of wheels and 355 rear end. My Lincoln has nearly 190,000 miles on it doesn't leak any oil, surprisingly; but burns some oil. I grew up around a few panther platform cars, my step dad having a '94 Signature Series, my uncle with a '97 Cartier and grandma with an '03 Mercury Marauder. I've always had an interest in cars, old and new. I attended back to the 50's with my dad's family every year so that could have been a big help too. When I got my license at 16 I started doing more research on older cars and starting to save for one. Having grown up around and liking full sized ford cars getting a vintage Lincoln seemed like a great fit."

Lincolns have been a good fit for all of us Lincoln enthusiasts. It is a joy to drive a fine reliable comfortable automobile. Keep America Beautiful, DRIVE A LINCOLN. Enjoy your summer... with a Lincoln and with each other.



LCOC Director Elections

(Continued from page 12)

models featured round side marker lights on fenders along with shoulder belts, and 1969s introduced headrests for front outboard seating positions.

1970 began the use of full-size Chevrolet steering columns and steering wheels. 1973 and 1974 models replaced the chrome-plated bumpers for larger, beam-type units that were painted aluminum and protected the lights in a 5-mph impact. The 1975 and later models were labeled "Leaded Fuel Only," and 1978 introduced the new delta-style Chevrolet steering wheel. In the 1970s, power steering and power-assisted front disc brakes became standard. In 1978, the windshield wipers became parallel-action.

During the late 1960s and 1970s, Checker sold a few specialized versions of the A11. These included the Medicab and the Aerobus. The Medicab was introduced in 1969 and was designed to function as an ambulance, or transporter for wheelchair-bound passengers. The rear doors were large enough to allow a wheelchair to enter the car, and they swung open almost 180 degrees. This car also featured a raised roof, and facilities to lock a

(Continued on page 14)

Your North Star Board of Directors endorses the following candidates for the position of Director serving on the LCOC board. Please consider voting for the following:

Steve D'Ambrosia, Dick Koop, John McCarthy, Dick Nelson and Stacy Roscoe.

These fine gentlemen will work hard on behalf of our members and will do their very best to build an environment within the LCOC that will make our organization more appealing to both our existing and future membership. Your vote will be appreciated.



The Rocky Mountain Region of the LCOC has been tapped to host the Western National Meet in the Fall of 2016.

Location: The meet will be held in Westminster, CO, (www.ci.westminster.co.us) which is a suburb about fifteen miles to the North and West of Downtown Denver. The host hotel will be The Westin Westminster, located at 10600 Westminster Blvd. The hotel is a thirteen story elegant Award Winning Starwood facility with tons of amenities and a huge paved parking area that will accommodate all of our Lincolns and then some.



www.westindenverboulder.com

To book your room, call them at 303-410-5000 or click on the Hotel Reservation On-Line link in the Western National Meet section of the LCOC website. Our rate is \$99/night.

Events: On Thursday, we've planned an all day 50 mile tour to the picturesque mountain town of Estes Park, (estes-park.com) which is

Western National Meet Westminster, Colorado September 7-10, 2016

situated in the Rocky Mountain National Park, and is the site of the renowned Stanley Hotel. For details of the tour, refer to the Western National article in the May-June issue of 'Comments.'

It wouldn't be an LCOC Meet without checking out at least one car collection.



1933 Lincoln Town Car

On Friday, we've arranging a visit to the Cussler Museum in nearby Arvada. You may recognize Clive Cussler as the best-selling author of the Dirk Pitt adventure novel series. Clive is also a car guy, and has a collection of over 100 meticulously restored pieces from iconic marques like Duesenberg, Bugatti, and Isotta-Fraschini, to a humble 1946 Ford Club Coupe that he bought and restored because his wife had one in high school. He also has rows of chrome slathered 1950's era American Beauties that will have you reaching for your sun glasses to cut down the glare.



Other Attractions: Once you've gotten your fill of looking at Lincolns, there are plenty of other things to do here. Within short walking distance of the host hotel, you'll find an Indoor Ice Rink, a Craft Beer Brew Pub, a 24 Screen Movie Complex, a Bowling Alley, a Dave&Busters Restaurant with Electronic Arcade, a Comedy Club, several ethnic restaurants, and a Butterfly Pavilion.



If golf is more your speed, there are 5 first rate courses within 20 minutes of the hotel. Also, there is an Adventureland Mini Golf and Go Cart Raceway Amusement Complex 10 minutes away. If you enjoy tours, check out The Denver Mint (book ahead) Coors Brewery, or The Denver Art Museum. If you're up for a little more travel, consider Pike's Peak, The Garden of the Gods, or the Red Rock Natural Amphitheater. A steam train buff can ride the narrow gauge Georgetown Loop or the Durango-to-Silverton daytrip. If you can swing it, we encourage you to spend a few extra days here in 'Colorful Colorado' and create some new memories.

To register for the meet, go to LCOC.org, click on 'National Meets', scroll down to '2016 Western National Meet' and click on 'On-Line

(Continued from page 13)

wheelchair to the floor when in motion. The Aerobus was a stretched version of the A12W Station Wagon. It accommodated up to 12 passengers and was marketed as an airline shuttle.

Despite its reputation as a basic taxicab, luxury, limousine-type Marathons were also available mostly in later years. The A-12E model, specially built for the wife of the CEO of the company, remains in brand-new condition with less than 50 miles on the odometer. Checker limos offered vinyl roofs with opera windows, power-assisted accessories, and luxurious upholstery.



The last Checker on display at the Gilmore in Hickory Corners, MI.

The final Checker A11/A12s were manufactured in 1982, when Checker exited the automobile manufacturing business. The company continued operation at partial capacity making parts for General Motors until January 2009 when it declared bankruptcy.

From the internet..

For Sale - Some Great Lincolns

Vannessa is a 1977 Mark V. Dark Cordovan with Cordovan Leather inside. 19,000 miles. 460 engine and drive train perform as new. Complete cosmetic and mechanical refresh. \$13,500



Marilyn is a 1977 Continental Convertible (Andy Hotton conversion) Cinnamon Gold with White Leather. 23,000 miles \$35,000. 460 engine, runs and drives perfectly. You would look good behind the wheel this summer.

Jenny is a 1977 Continental Coupe. Dark Red with Red Leather. 71,000 Miles \$10,000. Runs and drives super good, has 460 engine. Has Continental Kit.



Big Red is a 1977 Continental Convertible. Red with White Leather interior. 75,000 miles \$22,000. Lots of mechanical refresh work completed, excellent driver, 460 engine. Paint and chrome are very good, convertible top is new. Interior shows some wear and a few small items need repairing.



Laverne and Bessie are 1979 Mark V Collector Series. Laverne is Diamond Blue with Dark Blue cloth interior. All main options including moon roof. Runs and drives OK, 81,000 miles \$2,800. Needs tires and a few parts, most of which are available. Bessie is Midnight Blue with a Dark Blue Cloth interior. 82,000 miles \$2,200. Great interior, nice chrome, Moon Roof. Runs and drives OK. Laverne and Bessie should be bought together, their needs and strengths match nicely. Pair is priced at \$4,500.

Not shown, but also available is a 1970 Cadillac Fleetwood Brougham. Green with a black and tan interior. Rare working sunroof. Excellent driver, working A/C. Shows and runs very well. 87,000 miles, \$11,000.

For more information and pictures, call Perry Bush at 920.729.4981 or 920.205.1295 Email: pab1063@new.rr.com. Call today, as these cars need new homes now.

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: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.



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: 1966 Mercury Park Lane four door. Has breezeway window, white, factory A/C, 410 V8, very nice reliable car and consistent show winner. \$7500/offer. Deb and Gary Schott, 612.232.0835 Winsted, MN email: debhat@mchsi.com

For Sale: 1978 Lincoln Mark V, powder blue, dark blue vinyl top and blue leather interior, 460 V8, new tires and only 55K miles. Dennis Filley, 320-354-3730, Spicer, MN.

For Sale: Complete set (6 volumes) of 1971 Ford Factory Service Manuals for the complete Ford Line including all Fords, Mercurys, Lincoln Continental and Continental Mark III. Never been used and look new. \$250 and that includes shipping. Call John Brown, Warsaw, MO Call 913.553.65355

For Sale: 1948 Lincoln Continental Coupe. Rebuilt and balanced V12 engine. New dark green paint. All chrome replated. New tires. New brakes and exhaust system Radiator and gas tank reconditioned. Trunk carpeted. The Lincoln has a good working overdrive unit and runs and drives as new. Lots of extra parts with car. \$14,000. Call Ted Anderson at 763.561.8143



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

For Sale: 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500. Bob Schmidt, Willmar, 320-235-4106



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

- July **Maple Grove Days Car Show, Saturday, July 16, 2016**
14th Annual Out State Lincoln Car Show, July 21 – 24, 2016. Featuring a driving Tour to Dick Koop's, Moscow Mills, Missouri. Call or email Bob Johnson for more information.
- August **Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory Corners, MI. August 10-14, 2016.** All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Club.
LZOZ-Central GOF Central Chapter Meet, Lincolns on the Mississippi. August 18, 19, 20, 2016, Red Wing, MN. Contact Bruce Nichols 608.225.5600, or email: brucenbanjo@yahoo.com. On line registration forms available at lzo.org
Train Day, Saturday, August 27th, view Bill Juring's garden railroad, the Falls Creek and Boulder Rail Road, displayed in his yard, at 3410 Owasso St, Shoreview, MN, 55126, 10:00 AM to 12:30PM, afterwards, we will have lunch at a local restaurant to be determined.
- September **9th Annual Luther North Country Lincoln Car Show, Saturday, September 17, 10 to 2 PM.**
LCOC Western National Meet, September 7-10, 2016, Denver, Colorado, Hosted by the Rocky Mountain Region.
- October **Annual North Star Potluck and Auction at Morries in Long Lake, MN, Sunday, October 23, 2016**
Eastern National Meet, October 12-16, 2016, Attitash Mountain Resort, Bartlett, NH, New England Region Hosting.
- November **Year end Sunday Brunch at Dangerfield's in Shakopee. Sunday, November 13th at 11:30 AM, Board Meeting at 10:30 AM**

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

Join us at the Maple Grove Days Car Show, Saturday, July 16th, 2016.

Early birds will meet at Perkins, 11801 73rd Ave North, Maple Grove (South of 694 at the Hemlock exit) at 8:00AM for breakfast. At 9:00AM, we will depart Perkins for the show at 10:00AM and park together as a group. The show entrance is at 8001 Mainstreet in Maple Grove. We will be meeting and greeting fellow car enthusiasts and trying to sign up members.

July 21 - 24, Northstar LCOC 14th Out State All Lincoln show, Moscow Mills, MO.

Four day road trip to Kansas City, MO and St. Louis, MO and points in-between. For more details, see the two page supplement in the May newsletter or call Bob Johnson, 651.257.1715. email: arborbob41@aol.com.

Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory-Corners, MI. August 10-14, 2016.

All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Register. For more information call Bob Johnson at 651.257.1715. Online registration packet: www.lincolncarmuseum.org/2nd-annual-lincoln-homecoming

Lincolns on the Mississippi Red Wing, Minnesota, 18-20 August, 2016

Come Join the Zephyr Club in historic Redwing, Minnesota for a few days of Zephyring, featuring some very nice Zephyrs, great people and interesting activities. There'll be plenty of car talk, of course, but also local tours to areas of historical and local interest.

For a meet packet, go to the LZOC web site: [www.lzoc.org/calendar/GOF Central XXII - Red Wing, MN/GOF Central XXII - Red Wing, MN.htm](http://www.lzoc.org/calendar/GOF%20Central%20XXII%20-%20Red%20Wing,%20MN/GOF%20Central%20XXII%20-%20Red%20Wing,%20MN.htm)

Contact Bruce Nichols 608.225.5600, or email: brucenbanjo@yahoo.com.

Anoka Classic Car Show, Saturdays, 5:00PM - Dusk, Downtown Anoka, through Sept. 17.

Victoria, MN Classic Car Night, Wednesdays, 5:00PM - 8:00PM July 6, 20th, Aug 3, 17, 31 and September 14.

Historic Downtown Hastings Cruise-In Classic Car Shows, July 9, July 23, August 6, August 20 and September 3. Open to 1976 and older models. 5:00PM to 9:00PM Saturdays.

Henderson Classic Car Roll In is a free weekly event along Henderson's Main Street Every Tuesday night from May - September the streets will be lined with 250+ vehicles and 100+ motorcycles, with a different variety every week. Visitors from all over the region show up and walk, enjoying music, vehicles, atmosphere and food. 6:00PM to 9:00PM