

## My Pride and Joy....

One of my Pride and Joy. As told by Ray Schmit

In the summer of 1960, I was at a friends house (a cousin of mine) who told me that a farmer a few miles down the road had a 1938 Ford sitting in the machine shed that his Dad used to drive before he died. That was quite a few years ago and the son wanted to sell it. I wasn't too interested at the time but a week later I decided to go look at it. When I got there it was parked in an open front, dirt floor machine shed with a roof and three sides to it. The tires were flat (big cuts and breaks on the sides). The battery was all dried up and the paint was all cracked and faded, the only rust was around the tail lights in

the back fenders. The motor was rusted or locked up from sitting. They had drilled 2 holes in the dash for a small fan to keep the windshield open in the winter. The mohair upholstery on the rear floor had rings worn thru it from hauling cream cans to town to the creamery. The front mat also was worn out on the drivers side. The rest of the seats and doors were real good except for the ceiling which the mice had full of holes. The rubber mat in the trunk was also completely worn out from the cream cans. It really was a sad sight needing a lot of work.

The early Fords in 1938 had mechanical brakes so I didn't have to worry

*(Continued on page 2)*



Ray Schmit's 1938 Ford Sedan, one of many Ford products loved by Ray

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 Car of the Month	1	Directors Message	4
Club Information Page	2	Board Meeting	7
Editors Message	3	Northstar Region Event Calendar	14
Trivia...	3		

# Board Of Directors - 2006-2007

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

Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

## My Pride and Joy Continued...

(Continued from page 1)

about hydraulic hoses. The late 1938 had hydraulic brakes. It was really a sight for very sore eyes.

After I got looking at it I asked him what he wanted for it and he said \$500.00 so I told him I was not interested in it for that price. It had to be hauled but I could not even get the wheels to turn so that made it even harder yet. I gave him my phone no. and told him I might be interested in it for less money.

It only took about 2 weeks and he called me and told me I could buy it for \$300.00. I told him the car needed too much work and money and I wasn't even interested in it for \$300.00. He called me again in a couple of weeks and said I could have it for \$200.00. Again, I told him NO that I wasn't interested in it any more, so he told me to come and get it for \$150.00. Well I did some thinking and told him I would take it for \$150.00 to help

him get rid of it. It took a little work to get it home.

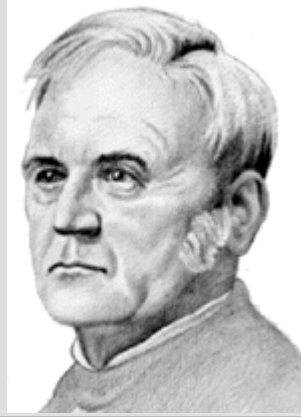


Another of Ray's beauties, a 1939 Mercury Cabriolet.

His Dads name was Frank Henry Moeller and was born on June 2, 1878 and farmed only about 5 miles from my house in St. Cloud. He bought the car new at Tenvoorde Ford in St. Cloud which is only about 10 blocks from my house so the car al-

(Continued on page 6)

Trivia from the Internet



John Deere 1804 - 1886

*The story of John Deere, who developed the world's first commercially successful, self-scouring steel plow, closely parallels the settlement and development of the midwestern United States, an area that the homesteaders of the 19th century considered the golden land of promise.*

*John Deere was born in Rutland, Vermont, February 7, 1804. He spent his boyhood and young adulthood in Middlebury, Vermont, where he received a common school education and served a four-year apprenticeship learning the blacksmith's trade. In 1825, he began his career as a journeyman blacksmith and soon gained considerable fame for his careful workmanship and ingenuity. His highly polished hay forks and shovels especially were in great demand throughout western*

*(Continued on page 4)*

## Editors Message

June 2007

Summer is off to a good start. The end of April and May have been busy, and the our best months are ahead. The end of April featured the CCCA annual garage tour. It was a fun day, the weather was beautiful, the collections that we visited were interesting and included many cars that I have not seen before. Having Francis Kalvoda and Chuck Gibbons along for the ride made a good day even better.

The trip out to Willmar also was a great way to spend the weekend. Unfortunately, as luck would have it, I was unable to take the dark blue Cosmopolitan



Faithie believes that we all need to take some time to stop and smell the flowers.

out there.

I had been noticing some gas leaking from the rear of the car, just below the location of the electric fuel pump. Further checking revealed that a gasket was failing, and when the pump was running, gas would leak out. I had the pump replaced and took the car over to Apple Valley to get some non-ethanol gas for the trip out there. Fairly priced at \$3.79 per gallon, filling the tank cost me about \$58. On my way back home, the 51 started running poorly, acting as though the engine was starving. I did make it

home and in checking the glass fuel filter on top of the mechanical fuel pump, it was full of air bubbles. Rather than chance problems between here and Willmar, I took the new MKX, and had a rather uneventful journey out and back. I did find that fuel consumption with the X is somewhat greater than the Town Car. The X did about 20.3 mpg and the TC regularly does about 23-24 on the road. Hopefully, the X will improve a bit as it gets a few miles on it. Otherwise, the X is a good road car, the seats are comfortable, and it cruises effortlessly like the Town Car.

The Willmar tour really was a lot of fun. I just wish that the 51 had been running better, and that I could have gone over on Friday rather than Saturday morning. Francis Kalvoda went all out to make sure that all of us were well entertained during our stay in Willmar. A number of folks visited his collection of scale model vehicles that he has displayed at his home. He has just about one of everything, and it is a bit overwhelming to see for the first time. I hope that we can make a return visit to Willmar sometime in the next few years.

The Trivia column has an article about John Deere and his company. I thought it would be interesting as we will be in the Quad Cities later this month on our three day tour. Our 1951 Chrysler Imperial was previously owned by Charles Wiman, who was John Deere's grandson. I purchased it from his wife's estate in 1977, and picked it up at the Deere-Wiman home in Moline. It now has about 33,000 miles on it. This is a well organized tour and should have something for just about everyone. See you there.

Till next month, David, Marion and Fathie, the Samoyed.



(Continued from page 3)

Vermont. But business conditions in Vermont became depressed in the mid-1830s, and the future looked gloomy for the ambitious young blacksmith. Many natives of Vermont emigrated to the West, and the tales of golden opportunity that filtered back to Vermont so stirred John Deere's enthusiasm that he decided to dispose of his business and join the pioneers. He left his wife and family, who were to join him later, and set out with a bundle of tools and a small amount of cash.

After traveling many weeks by canal boat, lake boat, and stage-coach, he reached the village of Grand Detour, Illinois, which had been settled by Leonard Andrus and others from his native Vermont. The need for a blacksmith was so great that two days after his arrival in 1836 he had built a forge and was busy serving the community.

There was much to be done - shoeing horses and oxen, and repairing the plows and other equipment for the pioneer farmers. From them he learned of the serious problem they encountered in trying to farm the fertile soil of the Midwest.

(Continued on page 5)

## Directors Message

June 2007

By Bob Johnson

We know Minnesota weather can be fickle. When in Willmar for our car show on Saturday, May 19<sup>th</sup>, it was 86 degrees and just great. Sunday morning, when we left Willmar to drive back for our Grandsons First Communion, it was 37 degrees. If you don't like the weather just wait, it will change, hopefully for the better the rest of the summer. It looked like everyone that went to Willmar had fun and was able to do many different things besides enjoying a terrific car show, thanks to Francis Kalvoda and all his efforts.

As I write this column, we are now getting our first real rain in about two months, we sure needed it. Have you been able to get your Lincoln out and cruise down the highway yet? It is just great to see another Lincoln on the highway. Call a Region member that lives close to you and go for a drive, that is what these Lincolns were made for, **Cruising.**

We must have scheduled too many tours for the first part of the summer. So far, only Ray and Jeanine Nelson have reserved rooms for the Black Hills Over Drive tour, Rapid City, South Dakota, June 8, 9 & 10. Mary and I are committed to go to the Eastern National Meet, in Philadelphia on June 13 – 16, so are not able to attend both. If you find time, it really looks to be a fun weekend, give Region member Jim Dowding, Rapid City, SD, a call at 605-348-3031, cell 605-430-9174, to meet up with him in Rapid City. This is a great place for a vacation, plus tour South Dakota and enjoy your Lincoln in the process. The events include a Car Cruise, two Car

Shows, Drag Races and Poker Runs. For more information or to register online, go to [www.bhoverdrive.com](http://www.bhoverdrive.com).

Our tour Friday, June 29<sup>th</sup> to Sunday, July 1<sup>st</sup>, with Lake Shore Region to Ed Veit's Car Collection in Quad Cities(Davenport), Iowa, was expanded one day to be able to enjoy the trip better. Karl Flick volunteered to lead our tour to Quad Cities in Iowa. They will lead the tour through southern Minnesota and northeastern Iowa and will show us many interesting sites. We will leave early Friday morning and stay over night in Le Claire Iowa, on Friday and Saturday Nights. Please call Super 8 Motel, 1-563-289-5888 (\$54.99 a night) or Comfort Inn, 1-563-289-4747 (\$67.99 per night) reservations must be made by June 15<sup>th</sup>, as rooms go fast this time of the year. The two motels are next to each other. Please call Bob Johnson if you are going on this Tour to Quad Cities, at 651-257-1715, Karl Flick and Art Whitmire need to know how many will be attending. If you would like a person to ride with you or would like a ride please call me and I will try and match you up with some one going on tour. See attached flyer for specific information about tour.

On Sunday, August 19<sup>th</sup>, 11:30 AM we will enjoy a Sunday Brunch, with the CCCA at the Lafayette Country Club and Boat ride on Lake Minnetonka. After enjoying a Marvelous Sunday Brunch, Todd Warner, who is our host and will provide boat rides on Lake Minnetonka, in one of the grandest antique boats in the country: a 1937, 55 foot Mahogany Commuter yacht designed by John L Hacker. Event Tickets

(Continued on page 10)

*(Continued from page 4)*

*The cast-iron plows they had brought with them from the East were designed for the light, sandy New England soil. The rich midwestern soil clung to the plow bottoms and every few steps it was necessary to scrape the soil from the plow. Plowing was a slow and laborious task. Many pioneers were discouraged and were considering moving on, or heading back east.*

*John Deere studied the problem and became convinced that a plow with a highly polished and properly shaped moldboard and share ought to scour itself as it turned the furrow slice. He fashioned such a plow in 1837, using the steel from a broken saw blade, and successfully tested it on the farm of Lewis Crandall near Grand Detour.*

*Deere's steel plow proved to be the answer pioneer farmers needed for successful farming in what was then "the West". But his contribution to the growth of American agriculture far exceeded just the development of a successful steel plow. It was the practice of that day for blacksmiths to build tools on order for customers. But John Deere went into the business of manufacturing plows before he had orders for them. He would produce a supply of*

*(Continued on page 6)*

## *Four good reasons for Not restoring a car.*

Courtesy Autoweek Magazine

Les Jackson is no ordinary guy. He restores old cars for fun.

Jackson and Satch Reed maintain a website called Second Chance Garage ([www.secondchancegarage.com](http://www.secondchancegarage.com)). Their description of the site as "a bible of restoration—how-to, auto theory, community" is generally accurate. As you wade through its pages, you'll find most of what you need to know if you're thinking about a restoration.

Jackson offers an Intro to Auto Restoration course in a community ed program, but at the start of each term, he rarely gets a quorum, as there's less interest than there used to be.

"I'm concerned that restoration is a fading art or a fading hobby," he says. "Maybe 95 percent of us have the potential to learn the process and be pretty good at it. The hard part is finding the motivation, commitment and patience. It's a labor of love, and that's all. If someone has to work to convince themselves, they probably shouldn't do it."

If you're cut from Jackson's cloth, have at it. But first, consider four reasons you should *not* restore a car.

### 1. YOU WILL NOT MAKE MONEY

Everyone has thought when they see a project for cheap: "Hey, I'll snag this car, spend more time than money fixing it and then, after enjoying it, sell it at a tidy profit."

Fat chance. Whichever restoration type you try, the overwhelming odds are that the car and the job will end up costing more than they're worth. Yes, people have made big money through this process—but it's almost always those you've paid to do the work. The car's value simply will not support the cost of both the car and the rebuild.

Jackson does everything himself—down to stitching seats—and says he has made money on his restorations. With 17 cars to his credit, he's both proficient and efficient. By his own calculation, for the tens of thousands of hours he's invested, he's returned about \$3 per. In other words, he'd earn more part-time serving fries with that order.

It only gets worse from there. If you act as general contractor, the most expensive subcontracted jobs will be paint and then an engine rebuild. For decent quality work, those two jobs alone will cost more than a clean, decently restored MGB. And no one will pay top dollar for a car unless it's a top-notch, fresh restoration. A full professional job is likely the least cost-effective proposition: Think 1000 hours at \$70 or so, or \$70,000. And that's just for the labor.

Unless the car was owned by someone famous, has a documented history, or is exceptionally rare and expensive, it will cost more to restore than it's worth.

### 2. YOU'LL SPEND MORE THAN PLANNED

We've never met an enthusiast who restored a car and didn't overspend the budget. Ever. Even if you've set aside enormous mounds of cash, you'll buy things you never accounted for. And then the price of brake kits or weather stripping or gaskets will go up. You'll buy things twice. If you're taking the car apart and putting it back together, you'll buy tools you never knew existed—and use them once. Your restorer, even if he's a seasoned pro and not a flake, will find something he hadn't anticipated. If you're not satisfied with the work, you might switch shops mid-process, and that will cost. In all cases, as the restoration moves toward completion, and you shake your head in resignation at the original

*(Continued on page 10)*

*(Continued from page 5)*

*plows and then take them to the country to be sold - an entirely new approach to manufacturing and selling in those early pioneer days, and one that quickly spread the word of John Deere's "self-polishers".*

*There were many problems involved in attempting to operate a manufacturing business on the frontier - few banks, poor transportation, and a scarcity of steel, among others. John Deere's first plows had to be produced with whatever pieces of steel he could locate. In 1843, he arranged for a shipment of special rolled steel from England. This steel had to be shipped across the Atlantic Ocean by steamship, up the Mississippi and Illinois Rivers by packet boat, and overland by wagon 40 miles to the little plow factory in Grand Detour.*

*In 1846, the first slab of cast plow steel ever rolled in the United States was made for John Deere and shipped from Pittsburgh to Moline, Illinois, where it was ready for use in the factory Deere opened there in 1848 to take advantage of the water power and transportation offered by the Mississippi River.*

*Ten years after he developed his first plow, John Deere was producing 1,000 plows a year. In those early years of his business, Deere laid down several precepts that have been followed faithfully since then by the company he founded. Among them was his insistence on high standards of quality. John*

*(Continued on page 7)*

## *Pride and Joy continued...*

*(Continued from page 2)*

ways was close around here.

The first thing I did was to try and get the engine running. I took the plugs out and sprayed CD2 and other stuff in the carburetor and every night I stood on the crank and tried to turn the engine. After doing this for about 2 weeks it finally turned a little. After I got it to turn a little better, I put in a new battery and kept turning it for awhile and then I put in new plugs and a rebuilt distributor, dumped gas in the carburetor. and hit the starter I couldn't believe it - IT WAS RUNNING! But it really smoked! The compression was weak on account of the rings being stuck on the pistons. I got the brakes all loosened up and was able to drive it! I had the body shop paint it black, it was a dark Ford Washington blue, original Ford color. I also had the rust holes fixed in the back fenders. I used and drove the car the way it was until about 1984, when I put in a good used early 1938 Ford engine with only 36,000 miles on it and it was in good shape. The guy striped the car down and made it into a classic with a big V8 engine in it!

In 2005, I put it in the body shop and had it completely restored inside and out. All new upholstery, dash redone and doors, along with everything inside. Then, I had the outside all redone, painted it back to the original color, the dark Washington blue, had all the fenders taken off and redone, inside trunk -everything new and reworked from the frame on up. Hub caps redone and painted. The car is now very nice and beauti-

ful just like a new car right off of the assembly plant line! I am very proud of it now. It really runs GREAT and looks BEAUTIFUL.

In 1961, I bought my first 1959 Edsel, a 2 door HT with only 14,000 miles on it for \$75.00. It runs great and I still have it. Also in 1961, I bought a 1959 Edsel station wagon 6 passenger for \$250.00 with only 12,000 miles on it. I drove it until 2003, when I had it restored and changed to a 9 passenger.

I bought 55 Edsels over the years, sold some, parted out a few others. Nobody wanted them, so I bought them cheap. Right now I own 9 Edsels, 5 of which are convertibles, 1 station wagon, 2- 2dr hardtops and 1- 1960 2dr sedan. They are all restored and running.

In 1977, I bought a new 1977 Lincoln Continental Town car, 4dr sedan with all power options including a rear half vinyl roof with coach lights that light up. It has the big 460 V8 engine in it. I still own it with 38,000 actual miles on it. I paid \$14,400 for it brand new in July of 1977. It is in new condition, always garaged.

In 1997, I bought a new 1997 4dr Cartier Town car with all of the options. It and now has only 8,200 miles on it. It is our Sunday "go to meetin car".

In 1978, I bought a new 1978 Harley Davidson 1200 Electra glide motor cycle which I still have, and it now has 12,360 miles on it. It is in new condition.

*(Continued on page 7)*

*(Continued from page 6)*

Deere vowed: "I will never put my name on a plow that does not have in it the best that is in me."

One of his early partners chided him for constantly making changes in design. His partner said his work was unnecessary because the farmers had to take whatever they produced. Deere replied: "No, they don't have to take what we produce. If we don't improve our product, somebody else will."

Deere & Company has continued throughout its history to place a strong emphasis on product development and improvement. It has consistently devoted a higher share of its income to product research and development than most other companies in its industries. In 1868, Deere's business was incorporated under the name Deere & Company.

The following year John Deere's son, Charles, who was later to succeed him as president, was elected vice president and treasurer. Charles Deere was an outstanding businessman who established marketing centers, called branch houses, to serve the network of independent retail dealers. By the time of Charles Deere's death in 1907, the company was making a wide range of steel plows, cultivators, corn and cotton planters, and other implements.

In 1911, under Deere & Company's third president, William Butterworth, six non-competing farm equipment companies were brought

*(Continued on page 8)*

## May Board of Directors Meeting...

### BOARD OF DIRECTORS MEETING

May 3, 2007

Regional Director Bob Johnson called the meeting to order at 7:10 PM at Culvers Restaurant in Maplewood. Board members present were Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Bob Roth, Bob Johnson and Roger Wothe. Other members present were Faye Oberg and Brian Carlson. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS REPORTS

Regional Director Bob Johnson reported on a recent trip to Duluth to review the facilities for the 2008 Mid America Meet. We have been given an additional 8,000 square feet of parking spaces in the Duluth Entertainment Convention Center. He has ordered a number of sweatshirts with the Meet logo.

Treasurer Harvey Oberg reported the treasury balance to be \$3,573.62 with all bills paid. He has received a check for \$242.00 from the UMR-CCCA potluck at Dick Pellow's which was 20% of the total receipts from the auction. It was suggested that perhaps our share should be greater in the future.

Membership and Publications Director Dave Gustafson reported the current membership to be about one hundred thirty. The 2007 Directory is in the works and should be available soon.

Activities: The next event will be the Outstate Lincoln Show in Willmar on May 19th. The suggestion was made that those who were going to Willmar on Friday, meet for lunch at the Wayzata Bar and Grill between 11:00 and 11:30 then caravan to Willmar. Bob

Johnson will email that information. All other activities will be found elsewhere in the newsletter.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be Thursday, June 7, at 7:00 PM at Culvers Restaurant.

Respectfully submitted by Secretary Roger Wothe.

## Pride and Joy Continued..

*(Continued from page 6)*

In 2003, I bought a 1940 Mercury 2d club coupe convertible, which is a beautiful car completely restored for \$38,500, from a dealer South of Milwaukee, Wisconsin.

I keep busy with my 13 old vehicles, plus I have a 1999 29 foot motor home with a Ford V10 engine and running gear, a 2003 Ford Super Cab pickup F 150 with a 5.4 engine and a 4x4, a 2004 15 passenger Ford van with a V10 engine.

These 17 vehicles keep me very busy, especially with the Edsels, because they did not like me buying the 1940 Mercury and other cars in our collection, because back at one time they were the BOSS and now they aren't any more. They have learned to get along with each other even if they have different names.

This is a short summary of my Ford MOTOR Company vehicles, and I enjoy all of them, even if they get in to a fight once in a while. I am proud of each one of them!

Our thanks to Ray for this article about his many Ford products. We hope to see his Edsels some day soon.



(Continued from page 7)

into the Deere organization, establishing the company as a full-line manufacturer of farm equipment. In 1918, the company purchased the Waterloo Gasoline Traction Engine Company in Waterloo, Iowa, and tractors became an important part of the John Deere line.



In the 1930s and 40s, Deere & Company spent 66,000 hours of field testing on 16 prototype tractors in developing its first diesel tractor. This "R" model was introduced in 1948 for the 1949 model year and continued in the line through 1954

Charles Deere Wiman, a great-grandson of John Deere, took over direction of the company in 1928. During the period when modern agriculture was developing, his strong emphasis on engineering and product development resulted in rapid growth. Despite the depression that gripped the nation in the 1930s, the company achieved \$100 million in gross sales for the first time in its history in 1937, the year of its centennial celebration. During World War II, Wiman and wartime president Burton Peek continued the emphasis on product design, putting the company in a strong position competitively in the postwar market. Before Wiman's death in 1955, the company was firmly established as

(Continued on page 9)

## Willmar Lincoln Car Show...

This year our 5<sup>th</sup> Annual Out State Lincoln Car Show was at Mills Motors, Ford Lincoln Mercury in Willmar, on Saturday May 19th was a fantastic success. We enjoyed great weather with mid 80's and a good breeze for most of day and 25 beautiful Lincolns at the show made the day even better. The real story here was our host, Francis Kalvoda and all the effort that went into entertaining us over the weekend. We got to see his car collection, miniature cars and all the memorabilia he has collected over the years. Friday afternoon we were able to tour his miniature car collection at his home, and Friday night, nine of us had a great dinner at the Grizzly Bar and Grill. Saturday after the Lincoln show, we took a tour to his garages in Pennock, and then went to see 100 plus Lincolns in one of the biggest junk yards I have ever been in. Jay White was able to find an item for his 62 convertible that he was searching for, so that made his whole trip worth while.



Howard Hermel's 1960 Continental

We had 14 great Lincolns shown for the first time, 1952 Capri 2 door hardtop, Charles Hanson, Correll; 1979 Continental Mark V, Marlyn and Maxine Slettum, Montevideo; 1977 Town Coupe Canadian, Francis Kalvoda, Willmar; 1976 Continental Mark IV Lip Stick Edition, John and Dorothy Palmer, Barnum; 1978 Continental Mark V, Jerry Prettyman, Alexandria; 1979 Continental Mark V, Dick Serwat, West St Paul; 2007 MKX, Dave Gustafson, Burnsville (The above listed Lincolns are from members of the North Star Re-

gion) 1951 Lincoln 2 door, Larry and Twila Suhsen, Delano; 1961 Continental Convertible, Bill Rothkamp, Waverly; 1969 Continental Mark III, Ed and Kathy Lester, New London; 1977 Town Coupe, John Holm, Atwater; 1978 Town Car, Todd Buer, Dawson; 1959 Continental 4 door Hard top, Dave Cara, Sleepy Eye and a 1947 Lincoln 4 door, Erv Wegschein, Dent. The oldest car at this show was driven by Roger Wothe, a 1942 Lincoln Cabriolet.



Larry and Twila Suhsen's 1951 Lincoln

Our Peoples Choice Award for Best of Show went to a White 1976 Continental Mark IV, owned by John and Dorothy Palmer, Barnum. Our 2<sup>nd</sup> place award went to a Lime Green 1960 Continental Mark V 4 door Sedan, Howard Hermel, St Peter and our 3<sup>rd</sup> place award went to a Maroon 1957 Mark II, Ray and Jeanine Nelson, Princeton. Our Long Distance Award went to a 1976 Continental Mark IV, John and Dorothy Palmer, Barnum.

Our top door prize a Lincoln Wall Clock (donated by Francis Kalvoda) was won by Howard Hermel, St Peter. Mills Motors donated most of the door prizes and just about every one was a winner. Nannette Roth was the wheeler dealer of the day; she traded her Lincoln baseball cap she won for a fancy screwdriver with a built in pen light.

We want to thank Mills Motors, for

(Continued on page 9)



(Continued from page 8)

one of the nation's 100 largest manufacturing businesses.

Under the leadership of William A. Hewitt, who headed the company from 1955 to 1982, the John Deere organization experienced one of its greatest periods of growth. Manufacturing and marketing operations were established worldwide, and Deere became the leading producer of farm equipment in the world, as well as a major producer of construction and forestry equipment, and lawn care products.

Robert A. Hanson, who had served the company as president and chief operating officer, succeeded Hewitt as chief executive officer in 1982 and guided the company through one of its most difficult economic periods. Under his leadership, the company emerged as a more dynamic, flexible organization, better able to react to growing worldwide competition. The company rose from the turbulence of the 1980s to post record sales and earnings in the last three years of the decade. Hans W. Becherer was elected chairman in 1990, succeeding Hanson, with whom he had served as president and chief executive officer. Becherer had been closely involved in the management actions that were so successful in establishing the company on the new foundations demanded by the 1980s and beyond. Like Hanson, Becherer has invested much of his long career in developing the company's international operations. From the Internet

## Willmar Lincoln Car Show continued....

(Continued from page 8)

supplying the door prizes and hosting this event at their dealership.



Bob Johnson, left, presenting the Northstar award to Mills Motors Manager.

Saturday Night we gathered to cruise from A & W in New London on a beautiful evening. (115 cars on the cruise and about 25 more that just came to meet and eat with the other car buffs). The cruise took us through some beautiful spring scenery and by some beautiful homes. As drivers enjoyed their special cars they encountered a few Burma Shave type rhymes including:

**Here you are  
drivin' and thinkin'  
sure'd be nice  
to be drivin' a Lincoln**



Howard Hermel with his 2nd place award.

The 27th Annual Willmar Car Show on Sunday featured nearly 300 vehicles on display! It was 37 degrees at 7:00 AM. Roger and Barb Wothe and John and Dorothy Palmer won awards with their cars. There were 12 Lincolns at the Sunday show, 10 of which were also at the Lincoln Meet on Saturday. Francis Kalvoda, made a mirrored clock com-

memorating the two car shows by using the dash plaques for the two events. The winner of the clock was Jack Simler from Alexandria. It was a fun weekend and *We Thank* Francis Kalvoda for all his efforts and contributions. This is what can make the car hobby so much fun.



Floyd Homstad, Bob Johnson, Bob and Nanette Roth along with Francis Kalvoda foraging through Rohner's junk yard near Willmar.



Francis Kalvoda's 1957 Premier and a older Mercury pickup tucked away in his storage facility.

We want to thank every one who attended this car show, your effort to bring your car to this type of event is appreciated by others that are not fortunate enough to have that particular model of Lincoln. The trip to Willmar was a lot of fun with many new friendships made. Again, thanks to Francis Kalvoda for his work in setting up this weekend that we will long remember. We hope that we will have four new members of the Club; this is what the car hobby is about, FUN and FRIENDS.

## Arden King Passes....



Arden Edwin "Shep" King, age 66, of Austin, Minn., died Wednesday evening, May 23, 2007 at St. Mary's Hospital in Rochester, Minn.

Arden was born Jan. 15, 1941 in Austin to Edwin P. and Irene (Rosenkilde) King. He graduated from Pacelli High School in 1959. He served in the United States Air Force from 1960 to 1964. He graduated from Austin Community College and Mankato State. He married Mary Chihak on May 26, 1962. Arden was a retired firefighter, a part time bailiff at the Mower County Courthouse and the President and CEO of A.E. King & Sons Consulting.

Survivors include his wife Mary, Austin, Minn.; children: Randall (Tonja) King and Susan (Nathan) Christenson, Red Wing, Minn., Stephen (Shelley) King, Austin, Minn. and Jonathan (Becky) King, Faribault, Minn.; 11 grandchildren; a brother: Roger (Teri) King, Eagle, Idaho. He was preceded in death by his parents and an infant brother Paul.

Arden was a loving and fun husband, father, grandfather and friend. He had a passion for cars, travel and fabricating a good story. Arden also was a member of the Lincoln and Continental Owners Club and the Northstar LCOC Region.

A Memorial Mass was celebrated Tuesday, May 29, 2007 at St. Augustine Catholic Church with Father Joe Fogal officiating. Interment was in Calvary Cemetery. The family prefers memorials to Austin Area Catholic Schools or to the American Heart Association. Cards may be sent to Mary King at 2419 - 9th Avenue SouthWest, Austin, Mn 55912.

## Four Reasons continued...

budget, you'll be in the difficult position of having to skimp where you never expected you would. Or not, and spend large.

### 3. YOU PROBABLY WON'T FINISH

How do we count the ways? If Jackson flies through a modest, straightforward job, he will invest 1000 hours. He recommends a baseline projection of 2000 hours and much more for first-timers. Do the math: 2000 hours equals two hours and 45 minutes *every day* for two years. No, you get no holidays or days off. Better to consider the old-car habit from another perspective: If it's driven more than twice a year, an already-restored or decent original car will offer

## Four Reasons, continued from column 1

enough tuning and tinkering opportunities to satisfy those who want to work with their hands.

"Restorations take so much time no matter how you do them, and they're tedious," says vintage-car expert Keith Martin, publisher of *Sports Car Market*. "There are never any pleasant surprises."

### 4. PROTECTING AN HEIRLOOM ISN'T WORTH THE AGGRAVATION, EITHER

You've inherited an uncle's '65 Mustang coupe with the 129-hp, 200-cid straight-six. This money pit is deeper still, because the cost/value equation tips further out of whack. Done properly, restoring that six-cylinder 'Stang will cost almost as much as redoing a GT 350. In number terms, think about \$100,000 in a car that on a good day might get \$25,000.

Is that "original is better" philosophy taking hold here? Not as it has in Europe, but it is gaining traction. A car is only original once. Spend what it takes to keep that heirloom running, and make your first \$10 million before committing to more and undertaking the whole project. "The satisfaction is similar to restoring or rebuilding a house, with some added benefits," says Jackson. "There can be more of a community aspect to restoring a car, and when you stop for gas, people ogle and marvel. 'You did that?' You can't drive a house to the gas station."

## Directors Message Continued

(Continued from page 4)

are \$35.00 per person, for both the Brunch and Boat ride, and must be purchased in advance. Bob Gavrilesco, will be taking names and money for this outing. Please make checks out to "North Star LCOC". The payment deadline is Monday, August 6<sup>th</sup>, 2007. Mail Checks to: Bob Gavrilesco, 1520 Chelsea St, St Paul, MN 55108.

If you want to read about more Lincoln Club information, several other Regions are now posting their newsletters on the [www.lcoc.org](http://www.lcoc.org) web site. Look for *Regions* and click on *Newsletters*. The Clubs basic Policy and Procedures is also now posted, click on *About LCOC* and then click on *Directory information*.

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

## *Northstar LCOC Quad Cities Three Day Tour*

Taking place over June 29,30 & July 1, 2007

Tentative Schedule to date.

Please be ready to travel when arriving at the Apple Valley Perkins. We will have rest stops (bathrooms & gas) stops along the way every 100-125 miles. Please bring your CB radio (channel to be announced) and Cell Phone. Lets all share cell phone numbers in case of any emergency.

Friday June 29, 2007

8:00 am: Meet at Perkins Restaurant, Apple Valley Cedar (77) and County Rd. 42 for Breakfast (optional).

9:00 am: Leave from Perkins go South on Cedar Ave.to 160<sup>th</sup> street, turn east (left) about 6 miles to State Hwy 52 turn South (right) continue on to Rochester via Hwy 52. 72 miles

10:30 am: Gas & Rest stop at gas station near Rochester Apache Mall. We will meet up with other Northstar LCOC members. (Gas station & location detail to be announced)

10:45 am: Leave for Chatfield, Preston, Harmony and Decorah IA. 73 miles, 90 minutes

12:15 pm: Gas & Rest stop, Lunch in Decorah (3 quick food spots on hwy 9, DQ, Mc Donald's, other)

1:15 pm: Leave for Postville, McGregor 43 Miles, 75 Minutes

2:30 pm: Leave for Pikes Peak 3 Miles, 10 Minutes

2:40 pm: Rest stop Pikes Peak IA. State Park 30 Minutes overlook view of the Wisconsin River converging on the Mississippi from scenic overlook, short walk to overlook.

3:20 pm: Leave for Guttenberg IA.17 Miles, 30 minutes

3:50 pm: Gas & Rest stop, Guttenberg Locks and drive by scenic view overlook

4:10 pm: Leave for Dubuque via Hwy 52, 40+ Miles, 65 minutes. This is a very scenic drive touring across the mountainous ridge roads overlooking the beautiful farm country in the valley.

5:15 pm: Gas & Rest stop, dinner at the Hudson Classic Grill 2345 N.W. Arterial, Dubuque IA. This Grill has sit down booths and tables with an antique car motif. You will feel right at home with a '50's Hudson car inside the Grill.

6:30 pm: Leave for Le Claire, IA. (Davenport area) via route 61 to I-80 and then East our motel. The Super 8 & Comfort Inn motels are on the interchange of I-80 & Route 67. About 80 Miles, 95 Minutes

8:05pm: Le Clair (Davenport IA) Motel Check in.

8:30 pm: Many options for nightlife to include two Casino Boats, one in Bettendorf IA. And one in Rock Island IL.

Saturday June 30, 2007 Mr. Art Whitmire of the Lake Shore Region LCOC has planned a joint car club program to include a tour of the John Deere Pavilion (Antique Tractors and Farm Progress museum), Butterworth Mansion ( Deere Family home) and two car collections of fellow LCOC member Ed Veit back in Davenport

5:30pm: we will have dinner at Sneaky Pete's back in Le Claire IA. Near our motel rooms. The evening again belongs to the venturous on the Mississippi.

Sunday, July 1, 2007 we will have some plans for the morning and will be heading back to Minnesota close to noon.

Return trip is proposed via Route 61 through Dubuque IA, Lacrosse WI, Winona, Lake City, Redwing and home. We will bring you more details about the return trip next month.

Editors note: Our thanks to Karl Flick for planning out our tour. With his help this should be a good tour.



*Great Automotive Buys...*

**FOR SALE**

1951 Lincoln 4 door Sedan  
Restore or for Parts  
\$250

Quite Complete, Lost Storage

Dick Lindahl, Spicer, Mn

320-796-5819

**WANTED**

Continental Wheel Hump  
Style Trunk Lid for  
1977 Lincoln.  
(some limo's had these)

Call Francis Kalvoda, Willmar  
320-235-5777

please help me find one

**FOR SALE**

1968 Thunderbird, California Car  
429 Engine, Dark Green Exterior  
48,000 miles.

Call Dean Carlson

651-645-6568 - 651-271-9022

**1963 Continental Convertible**

53,000 Miles - Blue with White Top  
Very Nice Black Interior  
Mostly Original Car, Runs and Drives  
very nice. A good number 2 car.  
Fairly Priced at \$25,000

Call Rich at 763-422-8165

**For Sale**

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

**For Sale**

1956-57 Lincoln Engine \$300

1956 Lincoln Fender Skirts \$150

1946-48 Lincoln Front Axle,  
Complete \$150

Several 46-48 Lincoln Grilles

**Call Ted Anderson at 763-561-8143**

**NORTHSTAR LCOC  
CLUB JACKETS  
ARE NOW AVAILABLE, ONCE AGAIN**

Contact Bob Johnson  
651-257-1715  
email: arborbob41@aol.com

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

Ron Fenelon, club member from Alexandria, MN reports that the downsizing of their Lincoln fleet is complete. Three Lincolns were sold to other Northstar Region members, and one was sold to an individual in Milwaukee, WI. The For Sale ads in our Newsletter really do work.

The following items are still For Sale:

1953 Lincoln V8 engine. Complete from water pump to flywheel, includes a carb., but no exhaust manifolds. On an engine whipping skid. \$275 or best offer.

1977/79 Mark V or T'Bird Class A Frame mounted trailer hitch \$50 or best offer.

1979 Collector Series Blue leather wrapped Tool Kit. Still in original box. \$450 or best offer.

Collector Series or Diamond Jubilee original wood insert key blanks, pair and uncut. \$100 or best offer.

Numerous Mark III and Mark V parts. Including a Mark III clock, the chromed dash gauge pods for the Mark III, and tail light assemblies for both a Mark III and a Mark V. A complete Mark V A/C Module, for both sides of the firewall. Complete Mark V Dash module and Dash and Glove compartment face plates for Collector Series or Diamond Jubilee Mark V's. They have the unique wood trim that is different from the Standard Mark V's.

Call Ron Fenelon at 320/763-4197 or email at [r1f8536@gctel.net](mailto:r1f8536@gctel.net).

1973 Continental 4 Dr. Was owned by fellow who died 20+ years ago and sat in garage until last fall when it had to be moved because of lost space. The odometer reads 56480 and this is believed to be actual. The exterior has a couple of minor dings that could be left as is or with a little TLC could be repaired. The interior is in excellent original condition. Car could easily qualify as a daily driver. The car was driven to it's present location which is in Berthoud, Colorado just north of Denver, it's previous location. Transportation to Minnesota could be arranged. Asking \$4000.00 OBO. Contact Bob Bjorndahl at [rbjorndahl@aol.com](mailto:rbjorndahl@aol.com) or 651-429-6042.

### **150 - LINCOLNS - 150**

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

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

Coming Soon! New windshields that fit 1961 through 1963 Continentals.

***Please call Gordy Jensen at 952-851-2721***

### **STORAGE AVAILABLE**

Safe, Secure Storage for  
your classic  
now available

Southwest Metro Location

Contact Connie

**952-835-4148**

#### **For Sale**

#### **1972 Lincoln Mark IV**

38,000 Miles, All Original, Trophy Winner  
Gold with Dark Brown Top and Leather  
As new condition. \$10K or fair offer.

Call Don Pennock 651-488-1596

Cell 651-253-5516

# *Preview of Coming Attractions*

The following include scheduled club events

- June      Black Hills Over Drive tour, Rapid City, June 8 , 9 & 10. See flyer for more details.  
Eastern National Meet, Cherry Hill, New Jersey, June 13 – 16, 2007  
Back to the 50's, Minnesota Fair Grounds  
Friday, June 29th, Saturday, June 30<sup>th</sup> and Sunday, July 1<sup>st</sup>, tour with Lake Shore Region to Ed Veit's Car Collection in Quad Cities, Iowa. This beautiful Mississippi area is home for Ed Veit who is a long time LCOC member and has two collector car sales outlets for us to view. We are working out details with the Lake Shore Region for this combined tour that should be great fun. Check out the tour schedule on page 11.
- July      8<sup>th</sup> Annual Lincoln Car Show, Whitaker Lincoln Mercury, Inver Grove Heights, Saturday, July 21<sup>st</sup>, 10 AM to 3 PM.  
Lincolns on the River (and Fords too) Lincoln Zephyr Owners Club - Central G.O.F.  
XIII Meet July 17th through July 21st, 2007. Winona, MN.
- August      Sunday brunch with the CCCA on August 19th. 11:30AM at the Lafayette Club. Todd Warner will be providing boat rides with his very unique "Hacker Craft" Details in July issue.  
Western National Meet, Seattle, Washington, August 9-12, 2007
- September      Annual Region Picnic, 11:30AM, Sunday, September 16th. Location and more details of this exciting event in the forthcoming issues.
- October      Fall Car Show planned for North Country Ford Lincoln Mercury, Coon Rapids. More details to follow. First Saturday in October.
- November      Year end brunch, Al Bakers, Eagan, MN. Sunday, November 11th, at 11:30AM

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

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

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

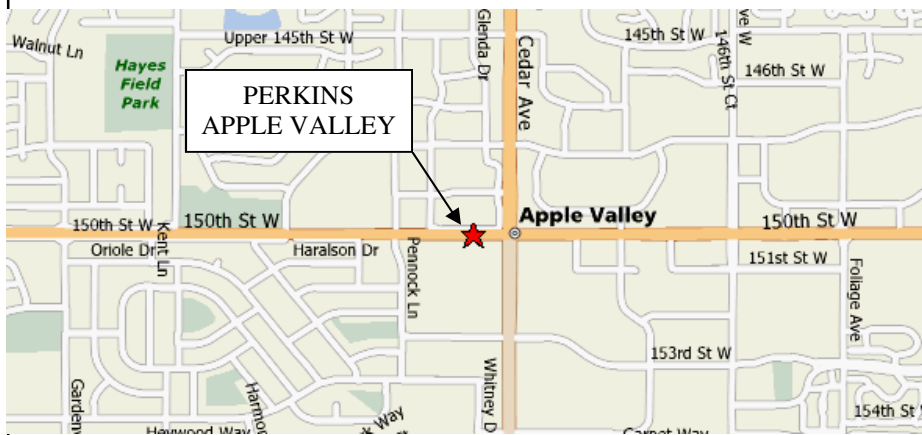


## *Northstar LCOC Featured Summer Events*

### **Northstar LCOC Quad Cities Tour**

It's June 29th, and we're on our way to the Quad Cities for a three day tour. Madison was great fun last year, and we are going to do it again. The tentative tour schedule is on page 11 of this issue. We plan on meeting with the Lake Shore Region and seeing some of the great sights that the cities of Davenport, Moline, Rock Island and East Moline have to offer. We plan on visiting the Ed Viet collection which has a lot of very interesting older Lincolns and other cars from the fifties and sixties. Something for everyone, and all nicely restored. **Complete details in our June issue. Reserve your motel rooms now!** Please call Super 8 Motel, 563-289-5888 (\$54.99 a night) or Comfort Inn, 563-289-4747 (\$67.99 per night) ASAP as rooms go fast this time of the year. The two motels are next to each other. These are special rates, so mention you are with the Lincoln Club when calling.

Our departure point will be the Perkins Restaurant, Apple Valley, Mn 7650—150th St W,. Corner of Cedar Avenue, Hwy 77 and 150th Street, also known as Dakota County Road 42. Be there on Friday morning, 8:00am for breakfast, by 9:00am sharp to depart with the group. If you're not there, we leave without you. Additional information and maps will be furnished.



Call Bob Johnson at 651-157-1715 if you are planning to attend. And be sure to make your room reservations as soon as possible, as space is limited and on a first come first served basis. See you there on this fun tour to the Quad Cities.

### **Willmar Car Buffs Breakfasts Return Again For 2007**

Our friends over in Willmar have invited us once again to attend their car club breakfasts over in the Willmar area. An easy drive from the Twin Cities, it is a great way to spend a Saturday morning. Here is their schedule for 2007.

June 2nd.	Emma Dee's Buffet, Highway 15 South, in Hutchinson, MN.	9:00am
June 7th.	American Legion Post 545, 115 Lake Avenue, Spicer, MN	9:00am
August 4th.	Bootleggers, 1940 11th Avenue, Granite Falls, MN	9:00am
Sept 1st.	Max's Bar and Grill, 2425 Highway 212 West, Olivia, MN	9:00am
Oct 6th.	Happy Hour Sports Bar, 218 5th Ave, Madison, MN	9:00am
Nov 3rd.	West Central Industries, 1300 22nd St SW, Willmar, MN	9:00am

Contact Francis Kalvoda for more information.

## *Northstar LCOC Featured Summer Events*

### **Black Hills OVERDRIVE**

Annual All Car Rally, Friday, June 8, Saturday, June 9, and Sunday, June 10, 2007. LCOC member Jim Dowding from Rapid City has invited the Northstar Region to drive on over and join him for this very special event. This is a great opportunity to see the beautiful sights that abound in the Black Hills. There will be some great picture taking possible while on this tour. Perhaps even an opportunity to have the "Presidents" on Mount Rushmore for a photo backdrop. Make your plans to attend today.

### **PRIOR LAKE'S "ROLL IN" CLASSIC CAR SPECTACULAR**

Downtown Prior Lake on Main Street

Every Friday evening between 5:00pm and 9:00pm

Directions: Main street is located one block west of the intersection of highway 13 and County Road 21, also known as 185th street. Open to all classic, special interest, street rods, customs, any vehicles that are at least 20 years old or older.

### **2007 Historic Hastings Saturday Night Cruise-In**

Downtown Hastings on Second Street

June 2nd and every other Saturday through September. 5:00pm through 11:00pm

Saturday Night Cruise-ins are open to all cars 1976 and older. We have many special events planned throughout the summer. There will be sponsor giveaways, special nightly vendors and more. Food will be available both on the street and in local restaurants. There will be great looking event t-shirts for sale. There will be weekly prize giveaways, Car Club of the Night, Music, Cable TV interviews, etc.

### **Northstar LCOC All Lincoln Show at Whitaker L/M**

We should be assured of nice weather when we return to Whitaker L/M for our (would you believe) 8th annual all Lincoln show on **Saturday, July 21st**. Bring your Lincoln and meet us there at 10:00AM and join us for a full day of visiting, serious tire kicking, and a cookout hosted by Chuck Whitaker. There will be dash plaques and door prizes for those attending and peoples choice awards for the most favored cars in attendance. This is a close-by show, in Inver Grove Heights, which makes it very easy to attend. All Lincolns are welcome, so tell your friends who may have an old one hidden behind a older Plymouth or Chevrolet that they are invited too.

### **Northstar LCOC and CCCA Brunch at Lafayette Club**

Circle Sunday August 19th on your calendar. 11:30AM is the time. We will meet at the Lafayette Club in Wayzata and sample the famous wares the Lafayette offers. Joining us will be our friends from the CCCA. After brunch, Todd Warner will be hosting rides aboard a very unique 55 ft, 1937 mahogany commuter yacht, designed by John Hacker. Tickets for this exclusive event are \$35 per person, and must be purchased in advance. Reservation deadline is August 8th, no exceptions. Please mail your check to Bob Gavrilescu, 1520 Chelsea Street, St. Paul, MN 55108. Complete details in the July issue.