

My Pride and Joy



John Trandem's Custom Mark IV

What do you do with a Mark IV that has an incurably rusty roof? Cut it off and keep enjoying it!

I have always admired the Lincoln Mark IV and have owned a number of them. Currently, a 1976 Bill Blass Edition, a 1972 triple black, early production, opera window delete model (featured in past publications), and most recently acquired, another '72 Mark IV. The latter suffers with an affliction which sent many of these beautiful cars to the crusher, but needlessly so. You've all seen it; those sharp little protrusions underneath the vinyl tops which spell out

certain doom for these beloved vehicles. Roof rust is an issue which invariably crops up under the vinyl top of virtually any car if left to the elements for long enough, particularly those with padded tops.

I had been watching this particular '72 for many years as it sat on the street or in a driveway in South Moorhead. Many times I had left a business card tucked under the windshield wiper blade with a note 'please call me if you ever decide to sell this car'. It had been a number of years since I unsuccessfully tagged this car when I got the call. When I did, the caller didn't recognize or remember that it had been I

(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 Car of the Month	1	Directors Message	4
Club Information Page	2	North Star Board Meeting Minutes	5
Editors Message	3	Northstar Region Events Calendar	15
Trivia	3		

Board Of Directors - 2010-2011

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	trbrace@comcast.net
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	H(952)435-1919	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com
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.

Pride and Joy continued....

(Continued from page 1)

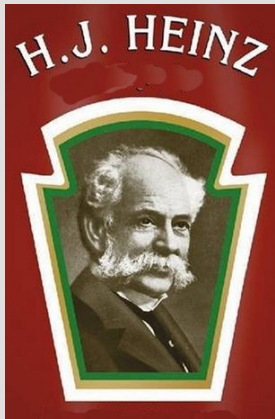
who had pursued this car all those years ago. As it turned out, he had gotten my name from somebody who knew I 'liked Lincolns', and was wondering if I'd be interested in buying one. He began to describe it, and as he did I started to figure out which car he was talking about. I asked was this the same car which sat on the street in south Moorhead for those many years, and he confirmed that it was. I arranged a time to go take a closer look at the car, and was disappointed to find that it



had deteriorated since I had last looked at it, but I was still interested. There was a fairly good sized dent in the passenger quarter panel, the radiator was leaking, the rear bumper was crashed in, back-up lens smashed, and the top showed signs of significant rust. On the bright side, the car had no other visible rust at all, no broken glass, no missing mouldings or emblems, and paint which appeared in good enough condition to buff back to a luster. The interior was in good condition with no rips or tears, dash was not cracked, armrests were not perfect, but repairable, carpet perfect. This car had potential...but what to do with the rusty top? After visiting with the fellow and hearing his asking price I left half disappointed, but half relieved as now I wouldn't have to worry about how to fix the bumper, fender, or any of the other little problems with the car. We later visited by phone and discussed my collection and love for Lincolns and as well, what I

(Continued on page 6)

Trivia from the Internet



Henry John Heinz
1844 - 1919

H. J. Heinz was the first child of eight born to Frederick Heinz and Margaretta Schmit, two German immigrants who settled in the Birmingham section of Pittsburgh in 1843.

When Henry was five, Frederick moved his family to the village of Sharpsburg, into the home that would later house his son's first efforts in manufacturing. In the meantime, he attended school in Etna, taught by the pastor of the local Lutheran church. His parents wished Henry to become a preacher, and went so far as to enroll him in the Allegheny Seminary when he was 14, but

(Continued on page 4)

Editors Message

June 2011

It is a rainy weekend, and we are trying to finish most of the newsletter before the Morrie's show this coming Saturday weekend. I had hoped to get the 51 Cosmopolitan out and get it washed, but with rain, it will just have to wait until later on in the week.

Earlier this month, we replaced our four garage doors. Three dated back to 1973 and a large double, was installed in 1986. They were of builders' quality, starting to look a bit

ragged round the bottoms and jerking away when raised. Marion contacted Bill Shepard, who had previously replaced some of our windows and doors for us and he in turn recommended Phil Tupa, of New Market, just South of us. Phil came out and looked, made some recommendations and subsequently emailed a quote to us. The price was reasonable and the quote was accepted. Phil came over and installed the doors, in what seemed to be record time. I guess it gets much easier if you have done this for 17 years. The doors look good, work very well and quietly, and probably will outlast Marion and me. If you need garage door work, please give Phil a call at 612.685.5063.

This issue of the Northstar News marks our 10th anniversary publishing the monthly newsletter for our membership. For those of you who have suffered through the 120 issues, you may remem-

ber our first issue was somewhat modest in both size and content. Three pages, both sides, just a couple of pictures and folded twice. Thanks to the contributions from our members, we have grown slowly over the years to sixteen pages and a few in color.

Marion and I have been fortunate to have met most of our membership over the years and what great members our Northstar club has. Technology has made this publication possible. It would not be



Sweet Faithie is supervising the installation of new water mains in our neighborhood. While somewhat of a backyard digger in her early years, she is amazed at what these large machines can do.

possible if we had to type everything out and do the cut and paste methods of 15 to 20 years ago. These past ten years have gone by very quickly and it has been an enjoyable experience getting this newsletter out to our members. We continue to solicit your articles and if you have ideas for stories send them on to us.

We also wish to mention that Old Cars Weekly, which has been around since the beginning of time (and our editor has been a subscriber for almost as long), recently bestowed a "Golden Quill Award" for our Northstar News. Our members should be proud in that we would not have a Northstar News without the frequent contributions of our reader/members.

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

(Continued from page 3)

his inclination towards business was clear—from an early age he had sold excess produce from his mother's garden, and was by that time supplying vegetables and fruits to local grocers. Instead of pursuing the ministry, Henry took several classes on bookkeeping at Duff's Business College in Pittsburgh and worked at his father's brick-making business. He grated and bottled horseradish on the side, his first venture independent of the family. At 21, Heinz used his savings to purchase interest in the brick company, but later decided to focus on horseradish.

In 1869, the same year his horseradish venture began in earnest, Henry married Sarah Sloan Young, the first-generation daughter of Irish immigrants. They lived together for 25 years until Sarah's short bout with pneumonia and ensuing death in 1894. The couple had five children, two of the sons later joining the Heinz Company as officers: Irene, Clarence, Howard, and Clifford, the fourth child Robert having died less than a month

(Continued on page 5)

Directors Message by Bob Johnson

June 2011

Today, on Friday, May 20, 2011, Mary and I, along with several friends attended the funeral for Pat Nelson, son of Ray and Jeanine Nelson. What can we say about the sadness and sorrow we feel for Ray and Jeanine, this sudden passing was a total shock and we all know how much they miss Pat.

Now that summer is finally here, it is time to get that Lincoln out and enjoy a summer cruise, look for other Lincolns and talk to owners, invite them to our events and ask them to join LCOC. The more Lincolns we have in the Club, the more great people we get to meet. I have five free LCOC memberships for 2011 to give out to Lincoln owners who would be a good bet to stay in LCOC, please contact me if you know a Lincoln owner that would like our old car hobby.

The North Star Region has at least three cars entered in the Eastern National meet in Laconia, NH, June 2-5, 2011. This will be at least a 3,000 mile round trip for the Johnson's, Palmers, Gaye Purvis and Dick Eilers. We will have information about meet and trip in next newsletter.

On Sunday, June 12th, we will have a Brunch at Cornerstone Pub and Prime, 26753 Forest Blvd, Wyoming, MN 55092. This fine restaurant is about two blocks east of Ken Sampson's Auto Sales. Please RSVP to me, 651-257-1715 or email arborbob41@aol.com by June 9th. Mary and I will be returning from our trip to Laconia, NH, and our daughters in Indiana about the 8th or 9th of June, so please leave me a message so we know you are coming.

Our Region traveling for the summer will be to our 9th Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of Kolacky Days 13th Annual Classic Car Show, 9 AM to 3 PM, \$8 entry fee. Lincoln will be the featured Model with separate parking. We have our car show 10 AM to 2 PM, at 3 PM will be Kolacky Days awards. with Car Cruise following the awards. We will still have our regular awards, Peoples Choice for Best of Show, Long Distance Award, and Door. This will be a fun event and hope everyone can cruise down to Montgomery, which is about 60 miles south of the Bloomington.

Our first car show for 2011 was on **Saturday, May 28th**, Memorial Day weekend, at Morries Ford Lincoln, complete article about this great car show will be in our July Newsletter.

Dave still needs "MY PRIDE and JOY ARTICLES". We want to feature your Lincoln, but first you have to write the article, if you need help, Dave Gustafson will help you in any way possible. We thank John Trandem for writing a Pride and Joy article of a Lincoln retrofit as it is in process, all of us that know John, and we know that the car will be a real beauty when it is done.

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

(Continued from page 4)

after birth.

The horseradish-bottling manufacture was expanded to Heinz, Noble and Company after the births of the first two Heinz children. Adding celery sauce and pickles to its list of products, the company grew and established warehouses in St. Louis and Chicago. But the profitable venture ended in bankruptcy in 1877 when the harvest he had agreed to pay for cost more than the preserves he was selling; Heinz was forced into debt as he kept up payment after payment, draining his resources to pay suppliers and employees. Despite the collapse of his business, he was able to start a new company with the financial support of his wife, brother, and cousin, Frederick. F. and J. Heinz, as it was called, was to become the H. J. Heinz Company in 1888. Seventeen years later, in 1905, the structure of the Company was converted to that of a corporation, with Henry tak-

(Continued on page 6)

May Northstar Board Meeting

BOARD OF DIRECTORS MEETING

May 5, 2011

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Tom Brace, Bob Roth and Roger Wothe. Other region members present were Mary Johnson, Faye Oberg and Brian Carlson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson suggested that we add a Southwestern style family night to our Thursday night welcome get-together at the 2012 Mid America Meet. Everyone agreed to the addition. Bob headed a discussion covering the candidates for the LCOC Nation Board of Candidates. The Board of Directors would like to encourage all of the region members to vote for Paul Andahl, Dick Koop, Dave Gustafson, Owen Clarke, Jr., Darren Klinger, Glenn Kramer and Paul Temple. There are sixteen candidates running for the Board and all members can vote for up to eight nominees. Also regional members are encouraged to vote yes on the Constitutional Amendment to allow chapters of at least forty members to vote on the Board nominees. Regional members must vote by 21 August in order to be counted. Ballots can be found in the *Continental Comments*. Bob also discussed the possible effect of gas prices on the 2012 Mid America Meet.

Secretary Roger Wothe reported that on April 29, 2011, the *Old Cars Weekly* has again awarded the Golden Quill Award to our newsletter editor, Dave Gustafson. The staff of *Old Cars Weekly* judges chapter newsletters from across the nation and makes the annual award to the best.

Treasurer Harvey Oberg reported the treasury balance to be \$3,747.12 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership to be one hundred fifty-two. The 2011 Directory will probably be ready for distribution at the Morrie's Ford Lincoln Meet in May. Dave continues to seek "My Pride and Joy" articles.

Activities: Morrie's Ford Lincoln Meet across from Ridgedale in Minnetonka on Saturday May 28th from 9:00 AM to 3:00 PM. August and November brunch locations are still open. Roger will check on a location for August and November will be Al Baker's in Eagan.

(Continued from page 5)

ing office as president. The factory compound at the North Shore in Pittsburgh, distinguished today by its perpetually emptying ketchup bottle, was begun in 1890 and finished in 1898.

Called one of the "Lords of Pittsburgh" along with Henry Clay Frick and Andrew Carnegie by Edith Wharton in her autobiography, Heinz was able to build himself a mansion in Homewood called Greenlawn. Despite his great success and large fortune, Heinz did not forget his employees. The factories he ran were paternalistic institutions, with Heinz treating workers as he expected to be treated. In his far-reaching attempts to care for his employees, he provided them with a company doctor, nurse, dentist, and even manicurist free of charge. To keep food handling as sanitary as possible, women were supplied with uniforms and the factory was equipped with chang-

(Continued on page 7)

Pride and Joy Continued

(Continued from page 2)

would be willing to pay for the car. I always hate to low ball a fellow Lincoln lover, but a car in need of so much work just won't bring the money the Old Car Price Guide might suggest a #3 car is worth! After our conversation, I felt good in the notion that I would one day own that car.

Summer passed, as did Fall, and Winter was upon us, when I received a call from the owner of the Lincoln. "John, this is Woody, I'm ready to take your money" was all he had to say. About a half hour later the car was in my shop, where it sat for the Winter...but not before I took the buffer to a small section of the door to discover the paint had plenty of life in it! The best part about the deal was that he informed me he had a good rear bumper and back-up lenses which went with the car!

When Spring came, I tore into the car again. I decided early on that I would definitely have to make the car a 'Conmy Custom'. What is a Conmy custom? Well, many years ago, fellow LCOC and Northstar member David Conmy started a trend by cutting the rusty top off his '72 Mark IV and has been happily driving it around town and to the lake for decades! Now this isn't some hack-job rust bucket Lincoln with a tarp over the rear package shelf. It has a custom boot with the same snaps around the perimeter you'd see on any traditional open car. To look at it you'd swear there was a top under there!

I began by removing the front seats, rear seat, rear armrests and panels, and in the process, found out why the body

of the car was so rust-free. Along with the build sheet under the rear seat were a number of items which indicated the car had spent much of its life in Arizona. Parking passes, movie tickets, and business cards confirmed that fact. Next the garnish mouldings and headliner had to come down. Since the quarter windows only retract partially into the roof they had to be removed. That's not an easy job, but when it was all said and done they were out and unbroken. The final job prior to cutting was the removal of the rear window trim, window, and all the roof trim, which I did with Dave's help. The process of cutting the top off begins by drawing the cut lines along the lower rear of the roof from the rear window opening to the opening the quarter window once occupied. This, as Dave explained, can be done by beginning the line at the lowest point of the rear glass opening, then taking the line diagonally, around the corner, to a point about 3/4 inch above the lowest point of the vinyl at the front of the lower roof. Across the front the object is to cut at a diagonal slant, leaving a very thin strip of metal over the windshield trim while retaining enough of a lip inside the car to reattach the upper garnish moulding above the windshield. What is left is a cavity which needs to be filled in, a process which I will detail after I actually do it!

The cuts have been made and I am planning on getting started on phase two this week! Details to follow in part 2 of this story!

John Trandem
Fargo, ND

(Continued from page 6)

ing rooms and showers. The well-being of workers was also provided for with a swimming pool, gymnasium, rooftop garden, free sewing and cooking classes, and an auditorium for social gatherings. Heinz's humane morality extended beyond treatment of employees; he was also a staunch activist and supporter of the 1906 Pure Food and Drug Act. After his death on May 14, 1919, his dedication to the welfare of others was commemorated with a bronze statue of his likeness, funded entirely by his employees.

In his lifetime, Henry J. Heinz established an impressive moral and fiscal legacy, leaving an imprint on his hometown of Pittsburgh and the nation at large. Because of his adherence to high standards of quality and his activism in food preparation hygiene, he promoted the current level of cleanliness and sanitation in today's food manufacturing industry. Today, the H. J. Heinz Company is a global competitor in the processed

(Continued on page 8)

Annual CCCA Garage Tour

Saturday, April 30 was the date set aside for the annual CCCA garage tour. Our friends with the CCCA have been very gracious to invite members of the Lincoln, Packard and Cadillac clubs to join in on all the fun with them. Over the years, we have experienced a very wide range of weather for this event. From snow and rain, windy and cold to sunny and very nice.

The early part of the day didn't start out well. There was blowing, cold winds and a light drizzle, but those of us who have done this tour many times in the past, a little weather doesn't discourage us.

It was off to the race track at Canterbury Downs, near Shakopee, MN which served as our jumping off place for the day. Curt Sampson provided the group with plenty of coffee and donuts to fortify the group for the day ahead.

Promptly at 9:00AM, we left for our first stop at Cologne, MN to see Fritz Widmar's collection. Fritz is partial to Hudson and Packard cars, but also has a few other interesting brands in his collection. Most all in very drivable condition, and all would be welcome in most of our garages. His 1955 Packard Caribbean and a early 50's Hudson convertible are very sought after models.



Curt Sampson's 1925 Model T

Next stop was Curt Sampson's interesting collection in Hector. He has a varied collection, ranging from the teen's through to the present day. A couple of old Pierce Arrow's, a 59 Cadillac, a first generation T-Bird and a lot of other interesting stuff. He even had a 70's Town Car, that looked to be in very nice condition.

About 20 miles later, we stopped for lunch at the "Food Garage" in Lake Lillian.



Housed in what appeared to be an old Ford agency, we were served up a wonderful pulled-pork sandwich lunch, with beans and coleslaw. At a very modest price, something unknown of in the Twin Cities. Our thanks to Francis Kalvoda for making the arrangements for this delightful lunch.

Continuing on to Willmar, we stopped to visit the Schwanke car and tractor (and a lot of other stuff too) museum. A lot of nice old cars to see that most of can remember from the

(Continued from page 7)

foods market, selling brands like Weight Watchers, Ore-Ida, and 9-Lives. The slogan he dreamed up while looking at advertisements on the train, 57 Varieties, is easily recognized across the United States. Heinz Chapel, a non-denominational church on the University of Pittsburgh grounds, was funded by Henry as a memorial to his mother. The Heinz family has sponsored numerous building projects, such as Heinz Hall, throughout Pittsburgh, and has donated money to both Carnegie Mellon and Pittsburgh Universities.

One of Heinz' 57 varieties...

Nearly everyone likes ketchup, even if what they like to put it on seems odd. Nixon covered his cottage cheese with it, the Japanese eat it on rice, and one ice cream manufacturer allegedly once tried a ketchup ice cream. But how did this condiment, by some estimates owned by 97% of US households, become America's favorite accompaniment to

(Continued on page 9)

Patrick Jay Nelson



It is with great sadness that we must make note of the passing of Patrick Jay Nelson, 46, on May 16th, beloved son of

Ray and Jeanine Nelson, long time LCOC and Northstar club members. Patrick, a resident of Apple Valley, is also survived by his sisters Julie Nelson and Tracy (Rob) Field, nieces and nephew, Danielle and Connor Field, Page, Morgan and Brooke Espelien. He further leaves behind the love of his life, Jill McClintic and her family, aunts, uncles, many relatives and countless numbers of friends.

Introduced to the game of golf at an early age by his father and mother, Pat spent many wonderful hours on the greens in the company of his good friends. He also enjoyed reading and a good card game.

A graduate of St. Cloud University,

Pat was deeply involved in the new field of electronic medical records and worked with systems in many of the local health care facilities.

There was a Mass of Christian Burial on Friday, May 20th, at St. John Neumann Catholic Church in Eagan, Mn, with Fr. Nels Barkhymer officiating. A common thread expressed among those attending was how much Pat had reached out to others and what a truly great friend he was to all who knew him.

His life was further celebrated at a reception held immediately after services at the Royal Cliff Center nearby in Eagan, where a buffet lunch was served, and joyful recollections of life events were recounted by friends and family.

Rest well Patrick, you have accomplished many fine things on this good earth of ours.

CCCA Garage Tour continued....

1940's and '50's. Most of them probably have not run for a while, but they sure do bring back nice, soft memories. Also there was a V12 Zephyr powered Ford tractor. I am sure that most farmers ordering new



tractors did not check that particular option box.

A hop, skip and jump later we were at Pennock, to see the "Kalvoda Kollektion". Francis Kalvoda has an amazing assortment of mostly Mercury and Lincoln cars, with an odd ball Nash (very nice) and a Buick Roadmaster from the '90's. He has a couple of Mercury trucks, now when have you every seen one of these. He also has a nice V8 (flathead, of course) powered tractor. He has a nice 57 Premiere, with A/C. I really wish that he would get that out from

(Continued from page 8)

the classic hamburger and fries?

In the 1600's Dutch and British seamen brought back a salty pickled fish sauce called 'ketsiap' from China. In this version, it was more related to soy or oyster sauce than the sweet, vinegary substance we call ketchup today. Variations in both the name and the ingredients quickly developed. British alternatives included mushrooms (the favorite), anchovies, oysters, and walnuts. In 1690 the word 'catchup' appeared in print in reference to this sauce, and in 1711 'ketchup'.

The first ketchup recipe was printed in 1727 in Elizabeth Smith's *The Compleat Housewife*, and called for anchovies, shallots, vinegar, white wine, sweet spices (cloves, ginger, mace, nutmeg), pepper, and lemon peel. Eighty-five years later the first tomato ketchup recipe was published in *Nova Scotia* by American expat James Mease, which he often refers to as 'love apple' ketchup-he attempts to give it more cachet by stating that

(Continued on page 10)

CCCA Garage Tour continued..

(Continued from page 8)

the middle of the garage someday and get it to one of our shows.



Francis Kalvoda can prove that Mercury really made trucks at one time.

From Pennock, it was only 17 miles up to Sunberg, Population 127, and the home of the Sunberg Garage. Not a working garage full of cars, but it does house a large collection of eye candy that any car aficionado would truly enjoy seeing.



Signs, nameplates, dealer tags and a lot of other stuff, all from a different time. Well worth spending a little time to see.

As long as we were this close, we just had to go a little further to Brooten to see John Bohmer's breathtaking collection of great classics from the thirties. John has several Cadillac V16's that have been expertly restored and are of a very limited production run.

Cadillac did not make a lot of V16's during the thirties. As the country was recovering from the depression, such display of wealth was not appreciated and few bought them. Only a relatively small number remain, and the ones that John Bohmer has are the very best.



John Bohmer's Cadillac V16

There are also a few Packard V12's that are of similar quality. Most collectors would be glad to have either one. John does have a very nice 1959 (I think) Lincoln convertible and a nice late 60's Continental convertible.



It was a great, but long day for most of us. I finally got back home to Burnsville about 7:30 Saturday evening. Logged almost 300 miles on the MKT, but what a fun day it was. If you get a chance to do it next year, don't pass it up. A great day with car guys seeing very fine collections. Nothing could be finer....

(Continued from page 9)

this variation is influenced by French cooking, although there is no proof of it.

Recipes continued to appear periodically, featuring mushrooms in Britain and tomatoes in the United States. A New England Farmer offered it for sale in 1830 in bottles, and priced from 33 to 50 cents. In 1837, Americans selling ketchup in Britain were encouraged to rename it 'tomato chutney' in order to draw attention to the differences between their product and the mushroom ketchup popular in Britain. In addition to the difference in ingredients, the British version also differed in texture, being nearly transparent and very thin in consistency.

Ketchup was sold nationwide in the US by 1837 thanks to the hard work of Jonas Yerkes, who sold the product in quart and pint bottles. He used the refuse of tomato canning-skins, cores, green tomatoes, and lots of sugar and vine-

(Continued on page 11)

Edsel Ford: The Patron Saint of Classic Lincolns

By David Schultz

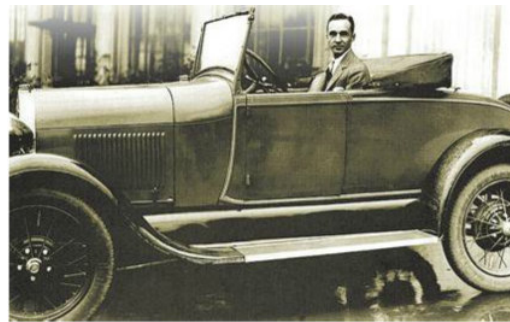
Despite the occasional assertion that the Ford Motor Company cheapened the Lincoln, the opposite was true.

Today, as Ford Motor Company considers what to do with its Lincoln brand, they should consider taking a look backward to the beginnings of the marque. Started in 1920 by automotive pioneer Henry M. Leland, by late 1921, Lincoln was in bankruptcy and the company's board forced the sale of the company. In February 1922, it was acquired by Henry Ford.

The bankruptcy had been the result of financial issues not created by the Lelands. It was reported in the automotive press at the time that the Lelands-Henry and his son, Wilfred, would stay on as managers of the company. However, industry insiders knew it was a matter of time until they were forced out by Henry Ford; in four months, that is exactly what happened.

The new president of the Lincoln Motor Company was Henry's son, 27 year old Edsel Ford. Whereas the venerable Model T had become his father's signature automobile, the Lincoln motor car of the Classic Era would become Edsel's.

The Lelands had designed an exceptional engine and chassis. Early Lincoln factory bodies were conservative, but custom coachwork was available. Following the Ford acquisition, the custom coach work program was accelerated. Edsel, who



had earlier established an interest in body design, began relationships with custom body builders that would last through the 1930s.

Existing relationships with the Brunn and Judkins companies were expanded. Within a few years, the Lincoln Motor Company was also working with the Holbrook, LeBaron, Dietrich and Willoughby coach building firms.

Despite the occasional assertion that the Ford Motor Co. cheapened the Lincoln, the opposite is true. Under Edsel's leadership, the quality of the automobile was actually improved; Lincolns included such features as enhanced cylinder-head cooling and aluminum pistons. Beyond the mechanicals, the expanded choices of attractive body styles by a variety of coachbuilders resulted in significantly improved sales; 7,875 cars were sold in 1923, the first full year of Ford ownership.

Throughout the 1920s, Lincoln sales remained strong for a luxury marque. Chassis price was around \$4,000, while completed cars could cost \$7,500 or more. Those numbers put Lincoln in a rarefied stratosphere of luxury car manufacturers.

Under Edsel's leadership, Lincoln

(Continued on page 12)

Getting Ready for 2012 Mid-America

(Continued from page 10)

gar. Lots of other small companies followed suit-by 1900 there were 100 manufacturers of ketchup. The big success came in 1872 when HJ Heinz added ketchup to his line of pickled products and introduced it at the Philadelphia fair. The Heinz formula has not changed since, and has become the standard by which other ketchups are rated.

In 1848 some ketchup manufacturers came under fire for their unsanitary practices-coal tar was frequently used to heighten the red color. Others made the condiment from concentrated tomato pulp in the off-season, which they stored in questionable circumstances. This debate continued until the 1900s, when the Pure Food Act put strict limits on food manufacturers. (Today's FDA has very strict guidelines on what even constitutes ketchup, specifying the spices that must be used, as well as the

(Continued on page 12)

We are planning to put an article in each edition of the North Star News-letter prior to our MANM in August 2012. We will explain activities that we need help with, tips on detailing your car and updates on activities and attendance. We hope that this will be helpful to all of you and will encourage you to come and bring your Lincoln.

Be sure to mark your calendar for the LCOC Mid-America meet, August 15-19, 2012. While it may be over a year away, time really goes fast when you are preparing your car. Entertainment includes a driving tour, a bus tour, great food, beautiful Lincoln's and the bling of shiny trophies. Best of all you will be able to meet new Lincoln enthusiasts, renew old friendships and have fun in our old car hobby.

The following information is reprinted from the Pacific Northwest Region Newsletter, the "Connector".

The first topic is "*I haven't been to a National Meet and would like to show my Lincoln*"

You have a nice Lincoln that is original, a club driver or even a daily driver and you ask yourself, "Is it good enough?" There is a judged division, called the Touring/Original Division that is specifically for "original, partially restored, tour vehicles and/or daily drivers. Fully restored or excellent original vehicles should be entered in "Primary Division" even if it is the first time you've shown the vehicle. For specific information on the Divisions, read the National Meet Concours Rules in the front of your LCOC Directory (pg. 20-21 in the 2011 Directory). You may have a car

that has been shown and won trophies in Senior and/or Emeritus Divisions and now you want to start enjoying that car and driving it more. A new division was created by the LCOC Board. The Preservation Division is described on pg. 21 in the 2011 Directory. You compete against only those cars in the Division and anyone with 92+ points will get an award.

What can I do now to start getting my car ready?

1. Using the Judging Form Mechanical Operation, do a self-judgement of your car. It is found in the 2011 Directory, pages 33-34. Make several copies so you can do this several times.

2. If there are mechanical problems that need a trained professional to fix, take the car in and get them fixed. These are straight-forward points. It either works or it doesn't so don't lose points because you didn't check these areas.

3. Using the Judging Form Authenticity – Appearance, do a self judgment of your car. It is found in the 2011 Directory pages 35-36. Be sure to also read the Judging Standards and Instructions on pages 38-47 in the 2011 Directory.

4. If there are appearance problems that need a professional, take it in and get them fixed 5. Begin detailing the interior of your car. If it has leather seats, begin to "bring them back to life" using any of the leather restoration products. Meguiars, Griots and Lexol all have fine products. In the

(Continued on page 12)

(Continued from page 11)

thickness of the end result.)

So, what's in a name? Variations such as catsup, catchup, katsup, and others abounded alongside 'ketchup'. However, when the Reagan administration briefly decided to count ketchup as a vegetable in 1981, Del Monte Catsup found itself out of the loop due to their spelling-they permanently changed to 'ketchup', but by then public outcry had forced a reversal of administration policy. Ever since, though, you'll be hard-pressed to find a bottle from any manufacturer labeled anything other than 'ketchup'.

Although it frequently graces such foods as fries and greasy burgers, ketchup itself has a moderate health benefit, as it contains lycopene, an antioxidant associated with decreased cancer risk. (Unlikely that it's enough to cancel out the negative effects of the fries, though.)

From the internet...

More Edsel Ford

(Continued from page 10)

produced handsome sales materials as well; Lincoln ads of the era are hailed as some of the most beautiful automobile advertising of all time. The Lincoln continued to evolve through the 1920s and '30s, remaining an excellent example of Edsel's taste for understated elegance.

By the early 1930s, many custom coachbuilders were closing their doors, yet Edsel and his marque essentially kept the surviving firms in business during that period, even though sales of the big Lincolns declined along with other luxury manufacturers. The brand might have disappeared altogether if Edsel had not launched the lower-priced, streamlined Lincoln-Zephyr for 1936. Penned by Ford's first design chief, E.T. "Bob" Gregorie, the car was a sales success.

Edsel Ford's final design triumph, and the one for which he is most often remembered—was the Lincoln-Zephyr Continental. Initially conceived in 1939 as a "one-off" design for Edsel's own use, the model entered limited production in 1940.

It had been Edsel who leaned on his father to replace the archaic Model T with the new Model A in October 1927. And it was Edsel who successfully established the company's first styling department. And, of course, he guided Lincoln through the mire of the Depression without letting it lose its aesthetic vision. All of this came at a price.

A sensitive aesthete, Edsel had endured a stress-filled relationship with

his father for many years. By the early 1940s, his health began to deteriorate, and in May 1943, at the age of 49, he succumbed to stomach cancer.

Edsel Ford and his wife, Eleanor, were patrons of the arts; among other works, they funded the murals by Diego Rivera in the Detroit Institute of Art. For years, Edsel was recognized as one of the best-dressed men in America. The Fords' Cotswold-inspired home in Grosse Pointe Shores, Michigan, where they raised four children, remains a tribute to Edsel Ford's impeccable taste in all he did—a true patron of understated elegance.

Our thanks to Hemmings Classic Car and David Schultz for their permission to reprint this article.

Getting Ready for 2012

(Continued from page 11)

beginning, try to moisturize once a week for the first month or so. Then you can decrease the frequency.

6. Do the same thing with the vinyl using detail products specifically for vinyl.

7. Use Lemon-Scented Pledge (must be lemon scented) on rubber like window insulation, wipers, etc. that is cracked or dried out. Over time, you won't believe how much healthier it looks.

8. Make sure you have a fire extinguisher.

You May Be Interested in these Items for Sale

For Sale;

I am offering up for Sale the **2002 Blackwood LT.** to the local LCOC members first before I go national. I believe most of the members know about the truck as one of the best. Always garaged and it has all the bells and whistles you could have in any vehicle. Too many to mention, including heated and air conditioned seats. I'm not sure of the mileage but it is in the 40,000 area. We drive it sparingly, just enough to keep it fresh. I will also be putting both the 56 MK II and 70 MK III for sale in the near future. Watch for them when the weather warms up a bit. Of course you all know that Tim Purvis was the builder, and he was the best. Please contact Gaye Purvis at 651-459-6176 or Cell 651-233-9976 or email Dickido@AOL.com

For Sale:

1948 Continental Coupe. Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. Very fairly priced at **\$17,000**. Call Ted Anderson, 763.561.8143.

For Sale:

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

For Sale:

1956 Lincoln Pink Pearl **Premiere** 2 dr HT. \$27000. **1956** White Pearl Lincoln **Continental Mark II**, \$25000. **1956 Lincoln Convertible** with parts car, \$20000. Jack Simler, 320-834-4784.

For Sale:

1978 Town Car, light jade metallic, dark jade half vinyl padded roof, dark jade velour interior. 21K original miles, 400 V8, PS, PB, A/C, tilt wheel, power antenna, original Michelin tires, R134 A/C. This was Grandma's car. No winters, no rust... \$7,500. Ralph Groth 608.781.3648

For Sale:

1988 Town Car, with 45,000 miles. Has new tires and battery, and looks like new. Gray with gray soft half-top, rectangular opera windows and side lights. Fairly price to sell at \$5,000. Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

For Sale:

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

For Sale:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale

For Sale:

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

For Sale:

1991 Lincoln Town Car Executive Series - 17,900 one owner miles, always garaged and well cared for all it's life. Garnet Red with light gray leather interior. Asking \$7,900. Contact Steve Schneider, Oakbrook, IL area, 630.479.1778

For Sale

1957 Lincoln Premiere Two door hardtop. Frame off restoration, with everything either rebuilt or replaced by a long time Ford mechanic. It has been done right and the car is probably in better condition than when it left the factory in 1957. Body work and paint done by a well known area shop. It is absolutely beautiful, and would easily score close to 100 points at any LCOC meet. Over \$41,000 restoration costs. This Premiere has all of the accessories, with the exception of air conditioning. If you want one of the finest 1957 Premieres, please call John Boegeman at 952.445.3004. Remember, you cannot buy and restore one to this condition for less than my asking price.

For Sale:

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

For Sale:

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever. If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need. Just Arrived! New windshields that fit 1961 through 1969 Continentals. Available Now. Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Contact Connie 952-835-4148

Preview of Coming Events

- June **Eastern National Meet, Laconia, New Hampshire, June 2 – 5**
Sunday Brunch, Sunday, June 12th, 11:30 AM, Cornerstone Pub & Prime, 26753 Forest Blvd, Wyoming, MN 55092
- July **Mid America National Meet, Pontiac, Michigan. July 27 – 31**
9th Annual Out State Lincoln Car Show – Saturday July 23 – Montgomery, MN, as part of **Kolacky Days, 13th Annual Classic Car Show**, 9 AM to 3 PM, \$8 entry fee. Lincoln will be featured model with separate parking. We have our car show 10 AM to 2 PM, at 3 PM will be Kolacky Days awards. with Car Cruise following awards.
- August **Sunday Brunch at Lord Fletchers, Aug 14**, at 11:30 AM Price \$24.35 may be a little high but it is worth every penny.
- September **5th Annual North Star Region, Lincoln Car Show**, Luther North Country, Ford, Lincoln Mercury, Coon Rapids, Saturday, September 10th, 10:00 AM to 3:00 PM
Western National Meet, Redmond, Oregon, September 15 - 17
- October **Annual Region Pot Luck Picnic and Auction.**
- November **End of year brunch.** Place and Date open.

Please note: *The Northstar Lincoln and Continental Owners Club* board meetings are open to our members. We do invite you to attend and value your input in the club governing process. The directors would like your comments and suggestions on how we may improve the club and how we can make it a better experience for all of our members. We do recognize there may be an event that could be fun for us to participate in, or a tour to some little known byway or a new dining place that may just make a great experience for all to share in. Call write or email your directors today.

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

www.northstarlcoc.org Click on publications.

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

North Star Events for June

Sunday, June 12, 2011 - Northstar Brunch 11:30AM

The Cornerstone Pub & Prime
26753 Forest Blvd. Wyoming, Minnesota 55092

The Cornerstone Pub & Prime was established in 1989. Located in the heart of Wyoming, Minnesota at the corner of Highway 61 & Viking Blvd. American cuisine is served along with prime rib, steaks, chops, ribs and burgers. The dining area is a bit more elegant. The wooden paneled walls are stained in a rich cherry hue.

The Cornerstone Pub has passed the Bob Johnson taste test for quality cuisine. He reports that the food is really great, the service is good and the prices are reasonable.

If the weather is on the nice side, come a little early and kick some tires in the parking lot. See you there on June 12.



Kolacky Days Classic Car Show

Saturday, July 23, 2011
9:00AM to 3:00PM

Downtown along First Street in Montgomery, MN
Registration 9:00AM to Noon, \$8, with awards presented at 3:00PM. Dash Plaque and "goody bags" Presented to the first 150 Entries.

The Lincoln Club has been invited as the feature marque for this year. So let's have a big turnout on Saturday, July 23. There will be reserved parking for Lincolns, so we can all be close together. There will be many food vendors for this event, and there are restaurants close by. And of course, with Montgomery being the Kolacky capital of the United States, there should be many varieties available for you to sample.

Hope to see all of you in Montgomery on July 23.