

John Trandem's beautiful Mark V



John really knows how to find these great cars.

We want to take time to thank John Trandem of the Fargo-Morehead area for responding to our plea for articles for our newsletter. Over the years, John has contributed a few which really show his long time love of our favorite brand. John is really an expert on the 70s era Marks. He knows how to find the best examples and at the right price. Here is John's story....

It was 1994, and I had just moved to Minneapolis at the age of 19 when I started noticing the Lincoln Mark V. In those years, there were still plenty of them on the road, and they could be bought for a reasonable price, so I set out to find one. Now when I say 'reasonable price,' what I really mean is three figures- not four, so my choices were not exactly abundant, but they were out there. Browsing one of the local auto trader type magazines one day, I came across a 1977 Lincoln Mark V Cartier and wanted it bad! The problem is that it was \$2,000, and I didn't have \$2,000 any more than I had \$2,000,000, so I looked at the ad every day and hoped that another one would come along in my price range. Well, one did, but it was not a Cartier, and is not the subject of this story, but I did own my first Mark V- Burgundy with a white half-vinyl top and Burgundy Romano velour interior. I held the car for many years and put on a ton of miles until it was so rusty I had to scrap it, but I did save that beautiful and durable interior!

Back to the Cartier, I continued to pant and pine after one and took every opportunity to admire them as I came across one. So why the '77 Cartier? I always liked the lines of the Mark V and the impeccable attention to proportion in design. Still, the understated elegance of the dove gray leather interior paired with the dove gray exterior and a single painted Burgundy pinstripe represented to me a timeless statement of class and character. The 70s were a time of excess; loud and gaudy color schemes and designs (which I also admire and own) were the rage (think about the linoleum in your kitchen in the 70s), but what the subdued monochromatic palette of the Cartier illustrated and punctuated the true beauty in the form of this car. It allowed the razor-sharp

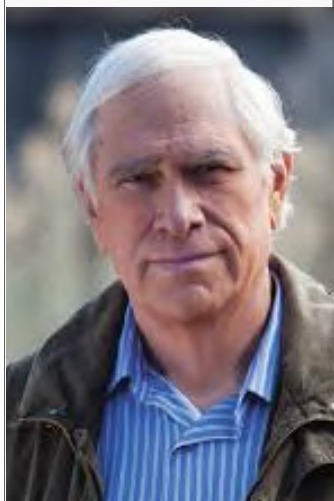
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Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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Trivia from the Internet



John Sandford
American Novelist

John Sandford, real name John Roswell Camp (born February 23, 1944), is a New York Times bestselling author, American novelist, a former journalist and recipient of the Pulitzer Prize.

Camp was born in Cedar Rapids, Iowa, the son of Anne Agnes (Barron) and Roswell Sandford Camp. His mother's family was German and Lithuanian. He received a bachelor's degree in American history and literature⁶⁷, and a master's in journalism, both from the University of Iowa.

From 1971 to 1978, Camp wrote for The Miami Herald. In 1978, he moved to Minneapolis and started writing for The Saint Paul Pioneer Press as a features re-

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Good friends and gentle readers... And now it is June, the beginnings of summer. It seems as though winter went on for a very long time, and we came up a bit short on those nice spring days that are often promised to us. And if you want a real spoiler, in just a few weeks, the days will once again begin to get shorter.

I do hope that we get some nice mildly warm summer days and that we can figure out how to get together at a distance and shout/yell to one another about how much we love our Lincolns. So very many of my friends are suffering from acute boredom. Somewhat like the never-ending refrain that as children, we would often repeat when at home during the summer months; "there is nothing for me to do." Most of us have plenty to do; it's just that it is not much fun, and as older adults, we feel that we should be able to pick just the fun things to do. So we bargain with ourselves, we do a few fun things and then do a few things necessary to keep our lives in good order, like mowing the lawn, doing the dishes, or running the clothes washer and dryer. It seems as though the older you get, the less and less time there is for the fun things.

One of the simple pleasures that I miss greatly is a haircut. I have not had mine cut in weeks, and the sides are quite unruly, starting to grow over my ears. I really look unsightly. The barbershops are supposed to reopen for business sometime after June 1. I hope that I can wait that long. For years I have been stopping by the barbershop every other week to get things trimmed up a bit. My father always told me that you should get it cut often enough so that it never looks as though you have just been to the barber-shop. If the sides get much longer, it will take a lawnmower to get it cut short enough. It does appear as I am in good company, as I see a lot of fellows out there with much longer hair than I

presently have.

Almost every day, I receive emails from our favorite Lincoln dealer (Bloomington Lincoln). Ford is offering many different deals to try to get customers into their dealers to look at new cars and maybe even buy one. Discounted prices, low-interest financing, payment forgiveness are all part of the plan. If a new Lincoln is in your future, now might be a good time to check out just



Sweet Olga is the picture of happiness on this sunny Memorial Day afternoon. David's nephew, Paul, his wife Nola and, daughter McKenzie stopped by for a visit and to plant some colorful flowers in a small planter in the front yard. Like everyone else during this period of house confinement, Olga enjoys visits from her favorite humans. Not much for phone calls, Olga likes personal visits best.

exactly what the bottom line would be. It might be easier than you thought to own (or lease) a 2020 Lincoln of your choice. Lincoln really is a very fine car and represents good value for the money.

This issue, we have two nice stories written by our members. John Trandem tells us about one of his Mark V's and the thrill of the chase to acquire it. Bill Holaday tells us a little more about his ongoing project, his 1959 Lincoln, and the help he received from a number of people associated with the club. Fellow member Brad Videen really performed above and

beyond in helping Bill with a couple of projects. It is all about networking and the real benefits of belonging to our fine club. Networking with other members just makes the job so very much easier.

While it will be hard to visit with many of our Lincoln friends close-up and personal this summer, many of our members would welcome your email or telephone call. We tend to forget just how nice it is to receive a call from a long time friend. In this day and age, we tend to place a higher value on a text message or an email. An old fashioned phone call is so much better and much more personal. Please give it some thought and make that call to a friend or loved one today. If you run out of folks to call, I am home most of the time and would welcome your call.

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

Directors Message by Bob Johnson

June 2020

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porter; in 1980, he became a daily columnist. That year, he was a Pulitzer finalist for a series of stories on Native American culture. In 1985, during the Midwest farm crisis, he wrote a series entitled "Life on the Land: an American farm family;" which followed a typical southwest Minnesota farm family through the course of a full year. For that work, he won the annual Pulitzer Prize for Feature Writing and the American Society of Newspaper Editors award for Non-Deadline Feature Writing. He worked part-time at the Pioneer Press in 1989 and left the next year.

Camp is an avid fiction reader himself. When asked in 2018, "What's your favorite book of all time?" by The New York Times, he responded, "An impossible question. If you put a gun to my head—say a .40-caliber Walther PPK, or maybe a .45 ACP Colt Gold Cup—I'd say *The Once and Future King*, by T. H. White." Both weapons he mentioned make appearances in many of his novels.

Camp is a personal friend and hunting companion of fellow Minnesota author, Chuck Logan.

In 1989, Camp wrote two novels that would each spawn a popular series. *The Fool's Run* (Kidd series) was published under his own name, but the publisher asked him to provide a pseudonym for

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The same message as April and May, **Stay well**, is my hope for all our North Star Members. After three months, life has changed since February. Coronavirus COVID-19 is still here, and the result is we changed the way we live. We canceled most of our activities through July. We will have a report next month on what we may have for the remainder of the year. Jay White has scheduled an August brunch at Dangerfield's and a November Brunch at the Lowell Inn in November. Our brunches probably will not be the traditional buffet

style, but menu ordered meals.

Our long-standing Memorial Day weekend car show has been canceled due to the epidemic. Perhaps we might be able to reschedule it as a fall show if both the weather and the pandemic cooperates and we will be able to gather together once again.

The daily news seems to be reporting new things every day. We need to be concerned about the good health of our families, our friends, and our North Star members. By being constantly aware, we will be able to get through this current crisis eventually. I again ask each of you to stay in contact with your fellow members via the telephone and email. Please check up on each other; our fellowship is a network of friends and can make us all stronger to face these daily challenges.

We will try going to drive-in restaurants beginning in June, where they have curb service to your car. We will plan a trip to the *Minnetonka Drive-In* the first part of June, 14658 Shoreline Drive, Spring Park, Minnesota. If you want, you can now drive to one of several that are listed on the internet. Call us; we are ready for a road trip or plan a trip with any one or more of our members. www.onlyinyourstate.com/minnesota/drive-in-restaurants-mn/

The Harley Davison museum tour that we have been planning for this year will be put off until 2021, due to our unsettled conditions. Hopefully, we will be in a better position to do the four-day road trip to Milwaukee next spring.

Our Facebook presence continues to grow with likes of up to 289 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook. Please check out our list of all the different Lincoln groups now on Facebook.

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

Bob and Mary Johnson



Board Of Directors - 2020

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2022
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

More John's Mark V

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lines to speak for themselves without being overshadowed by a bold color or two-tone combination. This was a gentleman's car- a car whose arrival announced itself without fanfare, but with dignity and elegance.

So fast-forward 25 years to 2019. As I was cruising Craigslist, I encountered none other than a 1977 Lincoln Mark V Cartier for sale in Hibbing, Minnesota. The ad listed the car as an original 12,000-mile car in excellent condition. The pictures were lackluster, and it had clearly not been detailed, not to mention the through-the-roof price, but it warranted a call. I made contact with a lovely lady by telephone who explained that the car had belonged to her recently-deceased father-in-law and that the children had no interest in keeping the vehicle. She knew very little about it in the sense that she was not a 'car person,' but told me what she knew and offered that they were willing to negotiate on the price. We made arrangements to meet in Grand Rapids (a bit closer for me to drive from Fargo), so I hooked up an enclosed trailer and made the trip to Grand Rapids to view the car. It was easy to spot in the parking lot of the Taco Bell where we met (for reference,



The interior was in excellent condition, with almost no sign of wear.

when you are driving a full-size pickup with an enclosed trailer, pick a better venue than a fast-food restaurant parking lot- think casino or Walmart), so I parked and approached the car and introduced myself to the woman and her husband. After a quick walk around, it was clear that this was a car I would like to own. I inspected the tires to find they were the original Michelins with the familiar 225-15 X on the sidewalls. I asked them how they got the car there, and she volunteered, "Oh, we just drove it. The A/C worked and everything!" I mentioned that the tires were 42 years old, which came as a surprise to them, but they were in remarkably good shape, and although I will likely replace and retain them I have to admit that I also drove a '79 Continental Coupe I purchased in Glenwood over 100 miles home earlier in the year with original tires intact. All's well that ends well? I guess so!

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Northstar Monthly Board Meeting Minutes

May 7, 2020

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order on a conference call to the board members at 6:30 p.m. Members present on the conference call were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Matt Foley, and Roger Wothe. Bill Holiday joined later. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson began with a report on the COVID-19 status. He reported that there are at least 10 Drive-In restaurants open for business in Minnesota. The Memorial weekend Car Show at Bloomington Lincoln was canceled. The Sunday, July 26, picnic at Cheshire Park is still scheduled, but the luncheon will probably be limited to "bring your own" box lunch rather than catered, potluck, or food truck. It will further discussed at the next Board Meeting.

The Lincoln August Centennial in Michigan has been canceled as well as Back to the 50s in June.

Member Bill Holaday mentioned the planned October tour to the Harley Davidson Museum will probably be moved to a later date. The date will be discussed later after Bill confers with the Museum.

Treasurer Matt Foley reported the treasury balance to be \$3,524.48 with all bills paid.

Membership and Publication Director Dave Gustafson reported that we have received one new member (who is from Wisconsin) last month. He needs more "My Pride and Joy" articles and is happy to help those who are willing to submit an article.

A discussion started about the need to have a directory of members who are authorities and willing to help other members with questions on a particular year and model Lincoln. Roger will submit a list of how it is presently accomplished in the Oldsmobile Club of America.

There being no further business, the telephone conference meeting was adjourned at 7:05 p.m. The next Board Meeting will be held via a conference call on June 4, at 6:25 p.m.

Respectfully submitted by Secretary Roger Wothe

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*Rules of Prey ("Prey" series), so it was published under the name John Sandford. After the "Prey" series proved to be more popular, with its charismatic protagonist Lucas Davenport, *The Fool's Run* and all of its sequels were published under John Sandford.*

*In 2007, Camp started a third series (also under the name John Sandford), featuring Virgil Flowers; who is a supporting character in some of the "Prey" novels, including *Invisible Prey* and *Storm Prey*.*

*Lucas Davenport is the protagonist of the "Prey" series. In the first three novels, he is a maverick detective with the Minneapolis Police Department, a lieutenant acting independently, running a network of street contacts. At the end of *Eyes of Prey*, he's forced to resign to avoid excessive force charges, partly due to his knowledge of the connection of a senior police officer to that case. He returns in *Night Prey* as a deputy chief (a political appointment), running his own intelligence unit. Beginning with *Naked Prey*, Davenport is an investigator for the Minnesota Department of Public Safety's Bureau of Criminal Apprehension (BCA), occasionally acting as a special*

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More Mark V

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troubleshooter for the governor of Minnesota in politically sensitive cases. He serves in that capacity through *Gathering Prey*, at the end of which he quits working for the BCA, later becoming a United States marshal. He's known for his unorthodox and manipulative behavior as a detective, reminiscent of "Dirty Harry" Callahan. He is not a leader, but a loner who works with a small circle of capable, straight police friends. The novel *Mind Prey* was sold for a TV movie, and Davenport was portrayed by Eriq LaSalle. Another of the novels, *Certain Prey*, was adapted into a movie in 2011 by USA Network starring Mark Harmon as Davenport.

Davenport is described as a tall, slender, wide-shouldered man with a "permanent tan" that gives his very blue eyes a kind expression, contradicted by the "chilly" smile of a predator, particularly a wolf-verine. Dark-haired, but streaked with gray, Davenport has a face marked by a fine scar from his hairline to the right corner of his mouth (caused by a fishing hook accident) that gives him "a raffish air" and also "a touch of innocence, like Errol Flynn in *Captain Blood*" (*Rules of Prey*).

In the very first Davenport

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to wake the owner, so I went to the motel and I began my more thorough inspection of the car and found a few defects that would need attention, and although not so critical that I wouldn't consider the car, they did give me grounds to negotiate what I felt would be a better price. After the exhaustive mechanical and cosmetic inspection, we began to talk turkey. I gently laid out my case for the car, including a thorough but polite explanation of what, as a collector, I would need to do to get the vehicle to top-flight status and the expenses involved in so doing. I followed that narrative with a cash offer. They responded by explaining that three brothers technically owned the car and they had previously arrived at a 'bottom dollar' price that was still a ways from my offer. I offered that their bottom-dollar price (a far cry from their advertised asking price, but surprisingly accurate) was the market value of the car after the improvements it needed had been performed, and that was the rationale behind my offer. They asked if I would mind giving them a few minutes to contact the other brothers to submit the offer and solicit their input, which I gladly afforded. After a brief wait, while unbeknownst to them, I was counting out the cash in my truck as I was certain they would accept the offer, they returned and made a counteroffer. I then explained my history in pursuit of this specific car but that it would be the 15th Lincoln in my collection of 17 cars and while I was willing to pay more for this specific model than I would have had it been a standard Mark V that true market value was my limit. I did offer to increase my offer by \$100 to make the total an amount easily divisible by three (for the brothers), but that I was at my limit. It was incredibly difficult walking away from that car. Still, I remembered something that a good friend in the hobby once told me- "never fall in love with something that can't love you back," and I had to employ that adage to extricate myself from the situation!

I returned to my lake place to spend the weekend and agonized over the loss of the car, but consoled myself with the prospect of its remaining available and the coming of Fall that would undoubtedly lock them into the car until spring if they were unable to sell it sooner. It was when I arrived at the lake that I discovered what would have been a very consequential error on my part had we arrived at a deal on the car. I had padlocks on the doors of the trailer, and my keys were nowhere to be found. A

tinge of panic ran through my body and lingered until I returned to Fargo and found that I had left the keys on the counter at my shop! I guess that would have resulted in a trip to the hardware store for a bolt-cutter had we reached a deal! Anyway, I continued to check in on the Craigslist listing (which had been amended to include many details I had shared with them about the car) and resisted the urge to call back and try to renegotiate the deal. Over the next few weeks, the vehicle dropped gradually in price until it was nearly at the amount of their counteroffer, but was still unsold. It was the last week in October when I got the call. "Would you still be interested in the car?" the caller asked? I responded that I would, but remained firm on my offer. The caller paused and said that they would accept my offer, but would I consider paying \$500 more? I'm not sure which negotiating school they had attended but decidedly declined to pay more than the offer that had been accepted seconds sooner and volunteered to come to pick up the car the coming weekend. We again arranged to meet up- this time in Walker, a bit closer again, and this time chose a venue with a much larger parking lot.



From any view, this is one good looking Mark V. Also one of Lincoln's best sellers.

I arrived home with the car on October 26 and had to immediately put it in storage not to be seen again until April 30 of this year. I was delighted to pull that car out and drive it for the first time to my home where I began, but have yet to complete the detailing process. It is a gorgeous Mark with an incredibly fresh interior that runs and drives like only a Lincoln!

I am looking forward to completing the detailing process and enjoying this car for years to come- it's a keeper for sure!

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 port book, the hero is described as "slender and dark-complexioned, with straight black hair going gray at the temples and a long nose over a crooked smile. One of his central upper incisors had been chipped, and he never had it capped. He might have been an Indian except for his blue eyes." His tooth was chipped during an ice hockey match in his youth. His amateur career had peaked as the first-line defenseman for the Golden Gophers of the University of Minnesota. Davenport has suffered a few bullet and knife wounds over the course of his career and is permanently tan no more.

Davenport is street-wise, has a wide network of contacts among all levels of society in the Twin Cities of Minneapolis and St. Paul, and on occasions, finds solutions to criminal investigations by thinking like a criminal. He is also skilled at using computers and other technological sources of information. In recent years as a senior officer of the state Bureau of Criminal Apprehension, he has been able to call on the services of several specialized research professionals. Beyond these things, he is lucky, a characteristic mentioned in more than one book.

He is not above skirting the law and accepted procedures to move a case forward. He even uses news media contacts to leak secrets to freak out

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The tale of a real "barn find," a 1935 K sedan

This article originally appeared in the May-June 1997 issue of Continental Comments. It was authored by Tim Howley and based on an interview with Barney Olsen. Barney was a long time member of both LCOC and the North Star Region. Sadly, Barney passed away in July, 2019 at the age of 84. Here is the delightful story of Barney's K sedan.



Barney Olsen's 1935 Lincoln K sedan.

This all-original 17,000-mile car was found in a garage in St. Paul, Minnesota, just one block from Olsen's home. It had been stored there for 10 YEARS! Another unbelievable member find.

In the last issue of *Continental Comments*, we featured a 1956 Lincoln convertible; which allegedly had been stored in a garage at Lake Minnetonka, Minnesota, for nearly 40 years. Here is a story of another amazing Lincoln which had been stored in Minnesota for decades!

Byron D. "Barney" Olsen is a life-long Twin Cities resident and longtime member of LCOC. He is an attorney residing in the St. Anthony Park area of St. Paul, one of the city's older residential neighborhoods, developed early in the century.

In 1972, Barney and his wife, Alis moved into their present home. In the process of checking the title, Barney learned that the family who had initially been subdivided their block in 1915 still lived around the corner. They lived in a mid-teens house with a three-car, poured concrete garage, with a 1949 Plymouth parked in front of it for 20 years. Eventually, Barney introduced himself to the

owner, whose name was Walter. He was about 70, friendly, but reclusive, and had a keen interest in automobiles. Years earlier, Barney had seen this man driving around in a 1939 Lincoln-Zephyr coupe. They struck up a conversation, and Walter offered to show Barney the treasures in his garage. Walter rolled up the double-overhead door, and there was the unmistakable dark green Lincoln-Zephyr. It had suffered some damage from being driven on salted streets in the winter, but was complete and generally very restorable.

Sitting next to it, up on blocks and covered with dust, was a 1935 Lincoln K, factory-bodied four-door sedan with only 16,927 miles on the odometer! It was a model 544 three-window, short wheelbase, 278 built out of a total 1935 Lincoln production of 1,411. Today, Lincoln turns out that many cars in two shifts in their Wixom, Michigan plant. The car had not moved since 1946. The interior was perfect, with only a few moth nibbles in the carpeting. Walter confirmed that the mileage was accurate. The engine still turned over because Walter regularly put oil down the spark plug holes for 26 years, then turned the engine over, but, evidently never started the car.

There was more. Sitting next to the Lincoln K was a 1950 Oldsmobile 98 Holiday Hardtop with only 39,000 miles. The poured concrete garage with a basement under it preserved all three cars for 40 years.

Walter finally died. Barney stayed in contact with his widow, who by this time was bedridden in a nursing home, and decided to dispose of the cars. In 1985, she had the cars appraised, and in 1986 gave Barney first crack at the Lincoln K. A friend of Barney's bought the Oldsmobile. A Montana relative of the deceased Walter got the Lincoln-Zephyr.

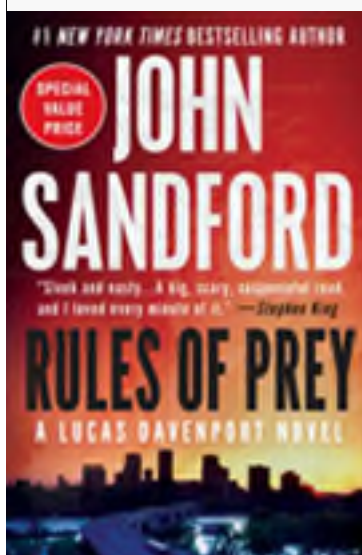
After four decades, the Lincoln K again saw the light of day. All of the tires still held air. Since the car had mechanical brakes, they worked fine. Walter's sister

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Lincoln 1935 K sedan continued...

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criminal suspects or motivate laggard senior officialdom. Unforeseen civilian deaths sometimes result from these schemes. Davenport is a police celebrity, having shot and killed many suspects in the line of duty. Quite apart from those deaths caused in spontaneous gunfights, Davenport has been suspected—appropriately—of engineering some outcomes so that the death of a miscreant is virtually certain. Unusually for a police officer, he has more than once been a target of assassination attempts by criminals; his numerous contacts in the media consider him a good interview, but editors persistently criticize his violence. Davenport feels no hesitation about killing defenseless criminals who present no threat to him.



In the first Davenport novel, Rules of Prey, he makes a mechanical device to create the illusion

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moved into the house to sell off everything. While doing so, she uncovered a file with complete service records on the Lincoln K, as well as the owner's manual, and a beautiful trunk to fit the luggage rack. The trunk was complete with four-fitted suitcases. The trunk has probably never been used. It is like brand new.



The fully-functional, but elegant dash and front compartment. The large steering wheel makes steering a bit easier.

Due to business, it took Barney three years to get the Lincoln K back on the road. He wanted to preserve it, not restore it. In his own words, Barney says, "I was determined to respect the car's well preserved state by not fixing or restoring anything that didn't need it. I find an original car that has survived with its nicks and patina of age and use far more fascinating than a 100 point perfectly restored car. The marks of time give a car perspective and a sense of age."

The tank was still full of gas after 40 years, but the gas had separated out leaving about an inch of tar on the bottom of the tank. Barney removed the tank and had it cleaned out. He also worked on, but did not rebuild the carburetor and fuel pump.

Before starting up the car, Barney removed the pan and cleaned out the oil passages in the crankshaft. There are cleanout ports in the Lincoln K crankshaft. These are plugs sealed with copper O-rings. This makes it unnecessary to remove the bearings caps, although Barney removed two main bearing caps. He found this to be one of the first engines to use modern insert type bearings. The

bearings were in good condition.

With a little help from the owner's manual, the car started right up on the original points and plugs. Since the car was started up in 1991, Barney has added about 1,500 miles. In 1995, it was trailered to the LCOC Eastern National Meet in Dearborn, Michigan. The cylinder heads have never been off. The distributor is still original. Since starting the car, Barney has overhauled the carburetor and fuel pump and has fixed other minor mechanical and electrical problems. The more he drives the car, the better it runs. Barney continues to be amazed at how well the car functions after sitting for all those years. In 1993, the car had its first garage service since 1946—a new set of brake shoes and a few other minor items. The paint is original. The side-mounted tires are original. The other four tires are new. The bumpers and hub-caps have been re-chromed.

Some of the interesting items on the



The large block Lincoln V12 is truly a work of art.

car are window shades in the back and a vanity mirror that slips into a pocket below the left rear quarter window. Below the right rear quarter, the window is a little leather-bound notebook with a nickel pencil. This slips into a pocket. In one ashtray is an unfiltered Chesterfield cigarette butt with bright red lipstick on it.

This car has "freewheeling" which was standard on the Lincoln K for several years. The last year of free-wheeling on the Lincoln K would be 1935. It was also the last year of an opening windshield on the Lincoln K. 1935 was the last year of

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More about the 1935 K

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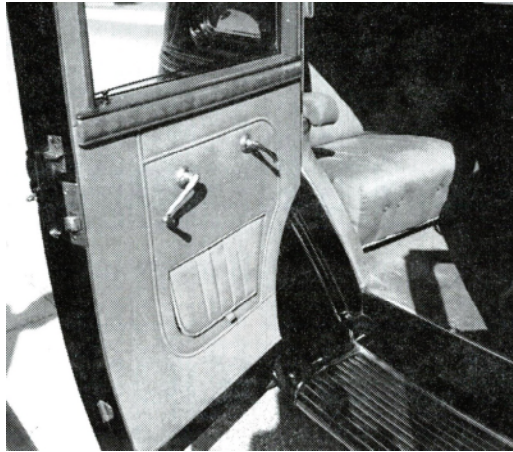
that he is in a gunfight when he kills Louis Vullion, aka "the Maddog," the criminal in that matter. He does not want Vullion to die painlessly. That was his sixth police killing. The total today is 10. While Davenport is thought of as lucky, it's a remarkable thing that any criminal who wishes him harm can find his home and attack it, even though he does not have a public phone listing.

Davenport is independently wealthy, having achieved success first through the creation of Dungeons & Dragons-style role-playing games. He started and later sold his own software company, Davenport Simulations, which first created personal computer games for private users, and later, emergency simulations for training police and other emergency workers. After taking the company public, he sells his personal shares and nets approximately \$10,000,000. He dresses fashionably, favors European-cut clothing, and drives his personal Porsche 911 and Nissan truck or van while on duty. The Nissan was replaced by a Lexus SUV in *Broken Prey*. Early on, he was depicted as a womanizer, fathering a daughter, Sarah, out of wedlock from a running affair with blonde television news reporter Jennifer Carey. Sarah lives with her mother and a stepfa-

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welded wire-spoke wheels on any Ford product. The car has a radio, which was an unusual accessory on any car in 1935. The car has a brake booster, which is infinitely adjustable on the instrument panel from no boost to full boost.



Rear door detail, again very elegant in appearance.

The instrument panel has three needle-type instruments, speedometer, temperature, and amperage. The water instrument is a thermometer. All of these instruments work. The thermometer type fuel instrument works intermittently.

The South Wind heater, an aftermarket accessory, has never been operated since the winter of 1945-46. The manifold heater, a Ford accessory, vents out on the floor. This type of heater was not very effective, especially in Minnesota, so it was supplemented with a South Wind.

What a luxury car should be, even in 1935.

In 1935 Lincoln Ks were offered on a 145" and 136" wheelbase. Olsen's car, on the 136" wheelbase, listed new for \$4,300 and weighs 5,980 pounds.

Olsen believes that the Lincoln K had far better quality than its Cadillac, Chrysler, and Packard competition. He cites the continued use of wood in the interior until the end of production in 1939. He also points out four hinges on the front doors, three on the rear doors. He points out a

compartment on the back of the front seat that could be used for blankets or as a bar. Competitive makes had this feature, but normally only on custom-bodied models. The dome lights are automatic, activated by the doors when the headlights are on. You did not see this until much later on competitive makes. The map pockets in the rear doors are velvet lined. The locking glove box is plush lined. Olsen further notes the quality of the car's body construction. The doors do not sag. The car does not rattle or squeak. A ride in this car proved to the editor that it rides as quietly as his own 1992 Lincoln Town Car, and definitely rides quieter than his 1986 Lincoln Town Car.



Rear compartment detail.

In 1935 the U.S. was still in the Great Depression. General Motors, Chrysler and Packard were struggling and had to cut corners, even on their most luxurious makes. Ford, however, was not concerned about turning a profit on the luxurious Lincoln K. Ford could afford to offer the finest engineering and coachwork and a host of luxury items. Ford could also afford to inventory cars that might not sell for a year.

The value of club membership

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ther, and Davenport visits her frequently. As the series progresses, Davenport settles down with and eventually marries the highly paid maxillofacial surgeon, Weather Karkinen, who in *Winter Prey* saved his life by performing an emergency tracheotomy with what Lucas called a "jackknife." The couple have a son, Samuel Kalle Davenport, called Sam in the novels, and in *Buried Prey*, Dr. Karkinen is advanced in pregnancy with a daughter. Living with the Davenports is Letty West, a once-federal teenage girl encountered in *Naked Prey*. Lucas and Weather formally adopt Letty in 2008, close to the time of the Republican nominating convention in that year, an event that prompts a detailed Davenport investigation, and Letty then changes her name to Letty Davenport.

Before that, however, Davenport had numerous sexual encounters with suspects, victims, and fellow officers, including Detective Sergeant Marcy Sherrill, a subordinate and Lily Rothenburg, a detective lieutenant of the New York Police Department. By *Buried Prey*, Sherrill has succeeded Davenport as chief of detectives in Minneapolis, and Davenport is close to his 50th birthday. At the end of *Wicked Prey* (2009), he and Weather adopt Letty, now 14, and an aspiring

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For many of us, we tend to think of LCOC and the North Star Region as social organizations where we can periodically come together for various types of events, including car shows, tours, and brunches. Beyond that is the real value, the networking function of many people in the club; who know a great deal about our beloved cars and are willing to share this knowledge with us. A few are willing to go above and beyond, picking up a wrench and getting dirty with us. The love of automobiles manifests itself in many ways. Here is a short story written by Bill Holaday about a portion of his continuing journey with his 1959 Lincoln. It speaks well for what our members are willing to do for one another.



Brad Videen with his multi-tool extension used to release the bolts on Bill Holaday's trunk lock. Whatever it takes to get the job done.

Back many years ago, before I ever started working on my '59 Lincoln, I read somewhere that anyone who has an old car or is considering getting an old car should join the car club for that particular marque. It was good advice.

When I started on the car, I found an advertisement in Hemmings Motor News for the LCOC, which had a contact none other than Bob Johnson. I called him that night, and it turned out the club was having a brunch the following Sunday, and I was invited.

At the brunch, Bob introduced me to Stef Bailis, who owns a 1960 Lincoln Premier. During our conversation, I asked him where he bought parts for it. Without hesitation, he said the Lincoln-Mercury Old Parts Store in Florida. He told me that the owner, Herb Scheffer, was the "guru" of '58-'60 Lincolns.

It turned out he was right. Over the next couple of years, I bought almost all of the parts I needed to rebuild the suspension, steering, brake system, and dozens of other parts I needed. I don't think there was anything I needed that they didn't have. The business is now owned by Herb's daughter, Kelly McClure, but Herb is still available to provide technical advice whenever needed.

At one of the fall Morries events, I met Rollie Toenges. I mentioned to him that I was having trouble finding someone to rebuild my transmission. He told me about Richfield Transmission, saying that he had done business with them for some time, and had always been very satisfied with their work.

I contacted them, took the transmission in, and got a call about a week later telling me that it was done! At that point, we got into a discussion about what else needed to be done to my car, and I said just about everything. They said that they could do anything I needed. That led to them installing the engine and transmission, and doing all of the suspension, steering and brake work.

Somewhere during that timeframe, I was at one of our Northstar car shows and struck up a conversation with Brad Videen. He has a beautiful '56 Lincoln that he has owned for many years. A few years ago, we were both planning to attend the national meet in Kalamazoo and agreed to get together

We did, and my wife, Kathryn and Brad's wife, Joanie, all had a great time. We

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Kermit Wilson's 1933 Lincoln K

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television reporter mentored by Jennifer Carey—Davenport's old lover, and mother of Sarah.

Davenport has a strong interest in reading, poetry, and war gaming. As the series develops, Davenport exhibits a number of anxiety disorders, including mood depression and chronic fear of flying on fixed-wing aircraft. Paradoxically, he is not afraid of helicopter flight. His best friend is Elle Krueger, a Catholic nun who is also a professor of psychology. Davenport often receives assistance from Krueger psychologically profiling criminals.

Davenport refers to himself as "mostly a Democrat." He has four children: Sarah (with reporter Jennifer Carey), Sam (with surgeon Weather Karkinen), Letty (adopted after her mother was killed), and a newborn daughter, Gabrielle, with Weather. "Prey" author John Sandford told *The New York Post* in June 2002 that he first thought of Davenport as a sociopath: "He had a problem with women. Even when he was in a relationship, he'd [have an affair with] some [other] women. But then he changed, mellowed out... I want him to have a happy ending. I don't want him to wind up a bitter, lonely guy."

In September 2004, he told the Budapest newspaper *Vasárnapi Hírek*: "I've

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This story originally appeared in the March-April 1997 issue of *Continental Comments* and was written by Tim Howley. Kermit and LaVonne Wilson, who owned the Lincoln at the time, had been members of LCOC and the North Star region for some time. Kermit Wilson was a motivated collector, who had a nice sized garage in Burnsville, Minnesota where he stored his beauties. While fond of Lincolns, Kermit had a number of other true classics in his collection, including Packards, Chryslers, Cadillacs, and Pierce-Arrows. Kermit passed some years ago, and his interesting collection scattered to the winds.



Kermit Wilson's 1933 Model K Coupe

In 1933, Lincoln dropped the V-8 in favor of a totally new V-12, which was a companion to the more massive Lincoln KB V-12. This was not simply a junior version of the KB engine. It departed from Lincoln's time-honored fork-and-blade connecting rods for a more contemporary and less costly to build side-by-side connecting rod design. It was set at a 67-degree angle and had a bore and stroke of 3.00" x 4.50." With a displacement of 381.7 cubic inches as opposed to 447.9 cubic inches for the KB V-12, it developed 125 horsepower at 3,400 RPM, compared to the KB's 150 horsepower at the same 3,400 rpm.

Many will contend that this engine was superior to the KB in that it was smoother, lighter, and stronger, and it had no vibration periods. Vibration was the biggest drawback of the KB engine, which was discontinued after 1933 in favor of a new 414 cid. 67-degree V-8 patterned after the 1933 Lincoln KA engine.

The new 1933 KA engine was carried on the 136" wheelbase KA chassis; which was redesigned that year into an X-frame. The KB on a 145" wheelbase chassis also adopted the

new X-frame. Other improvements for both models included new vacuum booster brakes and redesigned transmission and freewheeling unit.

Styling changes for 1933 included a slanted radiator shell. The hood doors of 1932 were replaced with the traditional hood louvers of earlier years. Headlights were a new streamlined style and were freestanding without the crossover support bar. Fenders were newly designed. The front fenders had skirts for the first time, and the rear fenders had more of a rear-ward sweep. These skirts were not applied until mid-February when dealers retrofitted unskirted fenders with skirted ones. However, some early 1933 Lincolns never were skirted. Splash aprons were narrower, and the folding trunk rack, which came with most side-mounted tire cars, was redesigned.

The very bottom of the Great Depression was 1933. It was the year that FDR entered the White House with his New Deal and drastic reform. The troubled times were reflected in Lincoln sales with a mere 587 KBs built and 1,420 KAs.

Kermit & LaVonne Wilson's car featured here is Model No. 516, formerly Model No. 506. This is a two-door five-passenger Victoria. The factory body was made by Murray, and 109 were built. The base price of \$3,200 did not include the wire wheels, twin side-mounted tires and luggage rack on Wilson's car, but it did include a freewheeling unit.



The 1935 K rebuilt V12 engine

We were privileged to see no less than three of these fine cars at the 1996 Pebble Beach Concours, and then Kermit & LaVonne Wilson's 1933 was entered at the 1996 Mid-America in Minnesota.

This particular model was marketed to

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More Wilson's '33 Coupe

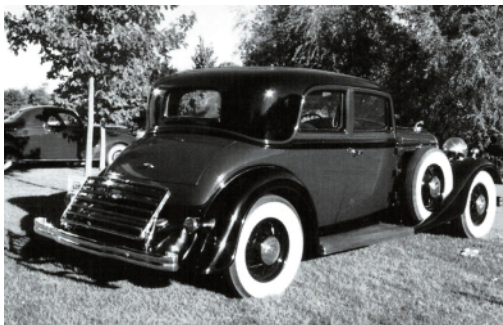
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 always thought of him as a kind of sociopath who is slightly warped. Of course, Davenport changed a lot throughout the stories; he became calmer. . . ." Later, the promiscuous young Davenport was presented as a married man because "I wanted to show that Davenport is capable of love, and he doesn't just collect women, like in the beginning." Both statements appear in the www.johnsandford.org website.

Virgil Flowers is described as tall, lean, late thirties, three times divorced, with long hair and often wears t-shirts featuring rock bands. Virgil works at the Minnesota Bureau of Criminal Apprehension (BCA). Before the BCA, he was in the Army and the military police, then the police in Saint Paul. Lucas Davenport, the main character of the Prey series of books, recruited him into the BCA.

Virgil is an avid outdoorsman who loves fishing and is often towing his boat, even when on duty. He's also a writer for outdoor and hunting magazines, as well as a photographer.

Despite working in law enforcement, he often does not carry his weapon while investigating crimes, until it becomes necessary.

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 families with small children. For example, the backs of the front seats and the facings of the rear seat cushions were finished in "child proof" leather. Even so, the rear compartment included cigarette lighters and ashtrays. We guess for the nanny.



Kermit Wilson does not know the history of his particular car, which he bought in New Haven, Connecticut, in December 1972. The car appeared very driveable, but Kermit decided to ship it to Hibernia Restorations in Hibernia, New Jersey, to prepare it to be driven to Minneapolis. Wilson was quite shocked at how much they charged him to get the car ready for the long trip, and he reports that he was not entirely satisfied with the job they did.

When the car was ready, John Elliott, who works for Kermit, went to Hibernia and drove the car to Minneapolis. When Elliott began the trip, for some mysterious reason, there was only light oil available, probably #30 winter grade. The Lincoln used a quart every 6 miles. Finally, Elliot was able to find some heavier oil and was able to get 35 miles out of a quart of oil. Another problem was the directional signals installed by Hibernia. The lever couldn't be moved, and the signals proved useless until Elliot worked on them en route.

With this kind of oil burning, Wilson had the engine and transmission removed in 1975 and completely rebuilt by Od Braathen. However, the engine was not reinstalled until 1983, and other major work was not completed until 1989. The car was entered in the Pre-Primary Class at the LCOC Mid-America National Meet in Bloomington, Minnesota, in 1992. At that time, a lot of details still had not been completed.

With the second Mid-America coming to the Twin Cities in 1996, Kermit decided to get serious about completing the car. It was one of the first cars he acquired, but it was the last

one to get restored. By the time the Plymouth, Minnesota Meet rolled around in September 1996, the car was complete in every detail, including a striking Ascot Maroon body color with black trim and fenders. The car was one of two Classic '30s Lincolns entered at this meet. It took a Primary 1st plus a Ford Motor Company Trophy.



Region Director Dick Larson with Kermit Wilson at the 1996 Mid-America meet in Plymouth, Minnesota. Kermit had just won the Ford Motor Company Trophy for his 1933 Lincoln K.



MORE THAN YOU WOULD EXPECT FROM IT THE LINCOLN

Investment and high returns to the Lincoln car club. The Lincoln car club is a non-profit organization. The Lincoln car club is a non-profit organization. The Lincoln car club is a non-profit organization.



The mystery Lincoln of Lake Minnetonka...

This story first appeared in the March-April 1997 issue of *Continental Comments*. It is a true "barn-find" car story about those once in a lifetime cars that you run across and would look great in your garage. But, as fate would have it, it does escape from your clutches, and woe is you. It was written by Tim Howley, who grew up in this area and graduated from the University of Minnesota school of Journalism. He had some help from Mike Gerner, also a LCOC and North Star member who was living in the area at the time. Now, as told by Tim, the story of the mysterious Premiere convertible.



Awakened from many years of slumber in a Lake Minnetonka garage is this 1956 Premiere convertible. Not a bad looking car.

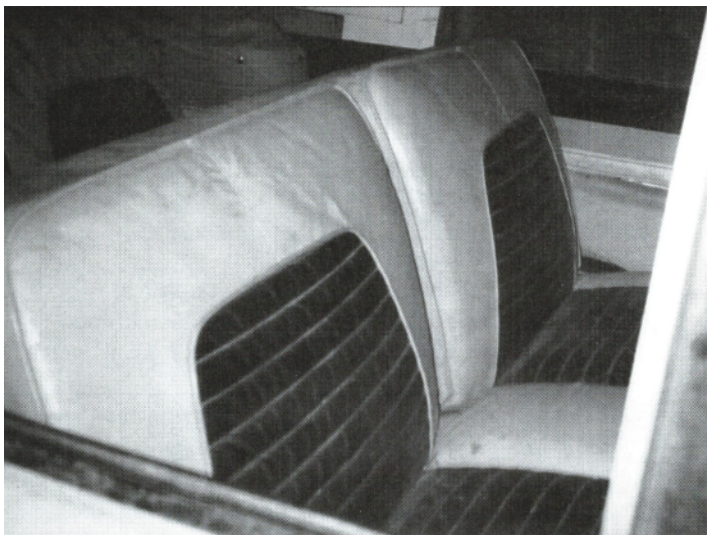
Last year at the Mid-America national meet way back home in Plymouth, Minnesota, Mike Gerner rushed up to me breathlessly and said, "Tim, have I got a story for you! How about a 1956 Lincoln convertible with 11,000 miles. What would a car like that be worth?" I told him such a car did not exist except in his imagination and mine.

"No, this car is supposed to be for real," he said. "It's out at Lake Minnetonka in an estate of a whole bunch of low mileage convertibles. This guy would buy a new convertible every two years or so, never trade them in, just park them in the garage and buy a new one. He died and now they are all for sale including an Amethyst 1956 Lincoln convertible. But I have not seen the car."

While at that same meet I talked to Dick Larson who had seen the car and did not speak very kindly of it. He said the rats had been in it, the wiring was a mess, etc. He valued it as a \$4,500 car and said that some fool was bidding \$10,000.

The day after the meet, I met Byron Olsen to photograph his very low mileage 1935 Lincoln K; which will appear soon in *Continental Comments*. Now, Byron is an attorney, and he had appraised the cars for the bank that was handling the estate. He described the Lincoln a lot more optimistically than Dick Larson had, but he had valued the car at \$5,000 or in #5 condition, primarily because it was not running and had not run in years, as was the case with most of the other cars in the estate. He strongly suggested that I look at the car, if only for my journalistic episodes. He felt that the car was in pretty decent shape, but did not recommend that I bid higher than \$5,000. He

and I were both aware that there were bids on the car, primarily from LCOC members in the North Star Region, and our understanding was that these bids were quite low. He called the bank that was handling the estate and arranged for me to see the car. I talked the matter over with Mike Gerner who wanted to bid on the car and was willing to bid \$10,000, but he said that if I bid he would decline.



The seats looked in remarkably good condition, but actually they were very hard to the touch and felt brittle. So much for being stored in a garage was not climate controlled.

Getting to see the car was not easy. You had to make an appointment with the woman; who lived in the house at Excelsior. She was not easy to reach. Now I had only until the end of the day, Wednesday, September 18, when my plane would leave for San Diego.

Finally, late on Tuesday, September 17, the bank was able to contact the woman and I had an appointment to see the car at 6:00 pm. But at 6:30 pm. I had another appointment, and this gave me very little time to see the car.

I arrived a little before 6:00 pm. The house was nearly a mansion, well a mansion of garages, right on Excelsior Bay. There were garages everywhere. The woman ushered me to the garage where the Lincoln reposed.

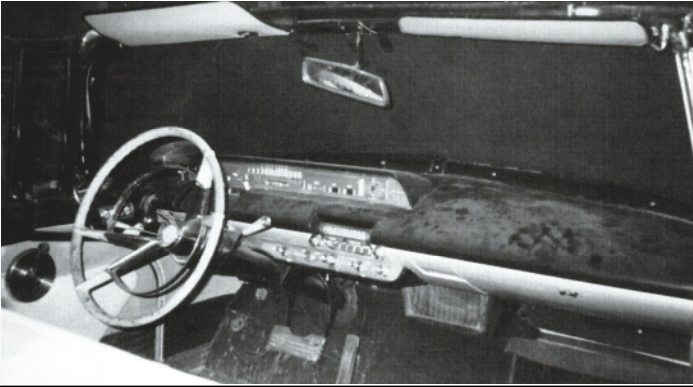
It was a double garage, the other stall filled with the usual garage belongings. It was dry and had a concrete floor. While the car showed a 1973 Minnesota registration, she believed that the car had not moved from this spot since 1958. Her story was that to her knowledge the car was bought new by the man. He took one trip to California in the car, then parked it there in this garage, the engine never to be turned over again. The story of others was that the man bought the car for his wife, but she divorced him anyway and he was so upset that he never drove the car again.

I'll describe the car as I saw it that September evening. It was

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The Mystery of the Premiere convertible

as a 1956 Lincoln convertible looked in Minneapolis in the early 1960s. The body was perfect, no evident rust. The paint was good, but surface rust was coming through. The top was down. The windows were down. The leather seats looked perfect, but to touch them they were as hard as rocks. I barely touched the top boot and it ripped.



A look at the dash of the Premiere convertible. It would take a lot of hard work to bring it back to as new condition.

It was like entering King Tut's Tomb. The king was there. But if you touched his garments you would poke a hole in him, there would be a large hollow crack and dust would fly everywhere. There was an aura of the unknown surrounding this car.

The Amethyst color was still striking. It is sort of a lavender pink or rose, a very wild color. The car had all the accessories including Continental kit, automatic head-lamp dimmer, and a factory rear view mirror on the driver's side. It was all there, it just obviously hadn't moved in years. The tires were flat. The hood could not be opened. I did not open the trunk.

Before I left Minneapolis, I called the bank and said that I heard there was a \$10,000 bid on the car. The banker assured me there was *not* and indicated that something in the range of \$7,500 might buy the car. The other bids were pathetically low he said. The estate was very disappointed in the bidding.

When I got home my wife and I decided to bid \$7,900, realizing that it might cost us upwards of another \$2,000 to get the car out to California. When the bidding closed on September 30, the bank informed me that I was tied for high bid and wanted me to bid again. Not wanting to get in a bidding match, I declined and told Mike Gerner to go ahead and bid his \$10,000 if he was so inclined. But when Mike went to bid that amount he found that *now* \$10,000 had been bid, so Mike upped his bid to \$12,500. Still not enough. The high bidder now was a mystery man; who bid \$16,000 and blew everybody out when the bidding closed for a second time on October 15. But it took that high bidder several weeks to raise that amount of money, and to this day, we are still not sure that the estate was willing to accept that bid. Totally nuts.

What's a non-running 1956 Lincoln convertible worth when a close inspection will quickly reveal that it is going to take a lot of dollars to get this car up and running again, and when the

11,000 miles on the odometer is highly doubtful? I would say maybe a very fine 111,000 mile car that probably had not been driven in at least 25 years. *The Old Cars Price Guide* says \$7,600 for a #4 car and \$14,400 for a #3. I would put its value somewhere in between, but certainly not over \$10,000 when it doesn't run and the rats have obviously taken their toll. Neither Mike nor I know who bought the car or what they intend to do with it, and we both agree that we are better off without it. Mike went on to buy another 1942 Lincoln Continental Cabriolet and I have added a 1992 Lincoln Town Car bringing my Town Car stable to two, plus the 1956 Premiere sedan and now a 1954 Chrysler New Yorker.

Club membership continued

(Continued from page 10)

talked some about how progress was going on my '59. Upon hearing where I was with the car, Brad offered to help. He said he liked working on old cars and was "a pretty good mechanic." What an understatement!



Bill Holaday's Lincoln, truly a "work in progress."

Over the next year or so, he helped me more than I can tell. It's safe to say that the car would never have made it back on the road without his help! And what great memories: hearing that engine come to life for the first time in almost 50 years! Or taking the trunk lock out from the back seat with about a dozen extensions duct-taped together (see photo)!

The point of all of this is that if you're going to have an old car, the technical information and expertise that you need to keep it going exists with others who have similar cars, and they are the ones who are gladly willing to share it! The place you find those people is in the club.

But most important are the friendships that are formed because of our common interest. That's the best reason all of us have to encourage others we meet who have old Lincolns to join the club and be active!

Preview of Coming Events

All of these activities are conditioned on the premise that at some point in the future, group activities will be safe once again.

- August** **Sunday, August 16**, Dangerfield's Restaurant, Shakopee, at 11:30 AM
Not a traditional self-serve brunch, due to health concerns, but we can order off a menu with service to our tables.
- September** Jax's Café, Minneapolis, Sunday September xx, at 10:30 AM
1928 University Avenue NE, Minneapolis, MN. Date to be determined.
- October** **Annual North Star Catered lunch and Auction, Sunday, October, 18, 2019**
Morries in Long Lake, Minnesota
- November** **Year-end Sunday brunch, November 8, 2020**, at 11:30 a.m. Lowell Inn, Stillwater, Minnesota
- December** **No North Star Activities planned. Please spend some quality time with good friends and relatives.**



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000** Call **Jon Cumpton** at **612-859-1483**.

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North Star Activities

Here is a great opportunity to escape boredom by visiting one of these iconic drive-in's located throughout our state.

TWELVE CLASSIC MINNESOTA DRIVE-INS PERFECT FOR A SUMMER ROAD TRIP

Old-fashioned malts, a frosty mug of root beer, hot dogs oozing with chili or ketchup, and a big twisty cone with a perfect curl on top can only mean one thing: It's drive-in season in Minnesota.

While Winona's Lakeview Drive Inn dates back to 1938, most opened mid-century when post-war, automobile-loving America embraced any excuse to go out cruising and cool off. Today, these family-run drive-ins offer a tasty slice of Americana. Typically open April to October, many drive-ins also host cruise nights when classic car owners show up in restored Pontiacs, Buicks and Fords with their rocket-inspired chrome work, flashy curves and vintage colors. Now that you know the history, make plans to stop at any of these 12 drive-ins on your next summer road trip

GORDY'S HI-HAT, CLOQUET

With its checkered floor and red stools, Gordy's has beckoned travelers with battered fish and hand-pattied burgers laden with onions since 1960. Diners can order sides such as cheese curds and homemade onion rings, big malts, and lighter fare like the strawberry salad with house poppy seed dressing.

DARI-ETTE, ST. PAUL

The vintage red, white and green Dari-ette sign has proudly indicated this drive-in's Italian roots for more than 60 years. The menu does, too, with meatball subs, pizza burgers, Italian sausage, pasta and more, followed by sweet treats from root beer freezes to creme de menthe shakes.

DAIRYLAND, FERGUS FALLS

This bright-red restaurant with gingerbread-and-gingham charm has drawn customers for more than 50 years with broasted chicken, a trio of burgers stacked on French bread, and ice cream classics including banana splits. "Take a bite of our popcorn chicken and a fried cheese curd at the same time, and it's a little bit of heaven," says owner Jean Connelly. She and her husband, Pat, still have the old intercom from their earlier days of carhop service. For an extra treat, visit on a Wednesday night when a colorful parade of classic Chevys, Buicks, Pontiacs and Fords rumbles into the parking lot to make it feel like the 1950s again.

TIP TOP DAIRY BAR, OSAKIS

This Central Minnesota dairy bar has been a seasonal staple since 1955, serving cowboy burgers, pizza burgers and hot dogs with sundaes, banana splits, shakes and slushies like the "Jen," a mix of orange, cherry and Mountain Dew. Eat indoors or take it to Lake Osakis, just a few blocks away.

THE PEPPERMINT TWIST, DELANO

Highway 12 drivers can't miss this playfully pink drive-in painted with teddy bears and now in its third decade. Toddlers and preschoolers romp through fenced-in areas with a wooden train, wishing well and games. Don't miss the signature fresh raspberry shake. Plan B? Peppermint.

SUE'S DRIVE IN, PIERZ

This landmark drive-in from 1965 cooks up sizzling burgers and bacon supplied by another locally loved business, Thielen Meats. Located about 15 miles east of Little Falls and Highway 10, it's become a traditional detour for northbound vacationers.

THE DRIVE-IN, TAYLORS FALLS

With a giant mug of root beer on a pole out front, you can't miss this gathering spot where carhops bring juicy burgers and frosty mugs of homemade root beer to your vehicle. Bonus: 18 holes of mini-golf on site, plus hiking at Interstate State Park less than half a mile away.

ROSCOE'S ROOT BEER & RIBS, ROCHESTER

With its roots as a former A&W before reopening as Roscoe's in 1981, this orange-and-white striped drive-in serves award-winning barbecue such as pulled pork and brisket along with other favorites including JoJo potatoes and Philly cheese steak sandwiches.

EARL'S, ROSEAU

The cheery red-and-white exterior of this local favorite has welcomed diners since the 1940s. The staff still hand-patties its burgers, and makes homemade potato salad, coleslaw, chili, ribs and even deep-fried gizzards.

LAKEVIEW DRIVE INN, WINONA

Lakeview Drive Inn, on the scenic shore of Lake Winona and within view of the Mississippi River bluffs, earns the designation as Minnesota's most historic drive-in. This beloved summer gathering place has been flipping burgers for locals and travelers since 1938. Carhops still take orders for the half-pound Sugarloaf Mountain burger, bison and elk burgers, pork fritters and brats accompanied by frothy, frosted mugs of homebrewed sarsaparilla "Sno-Cap" root beer.

BARNEY'S, WASECA

Located along the shore of Clear Lake and just west of a popular summer campground, this iconic drive-in has been around since 1949 when steak burgers were only 20 cents. Carhops still bring customers Coney dogs and homemade root beer, and the sweetest parking spots face the lake.

THE COUNTRY DRIVE IN, WINTHROP

Like an oasis on the prairie for Highway 15 road-trippers, this stand has served classics from fried chicken to burgers for more than 50 years, along with an ice cream happy hour Monday through Thursday and treats like the Dreamsicle—frozen lemonade blended with orange flavor-burst ice cream.