

My Pride and Joy

As related to us by Rod Johnson...

This story is about the second 46-48 Lincoln continental coupe that I acquired. My first one, you might remember, had a Lincoln v-8 overhead valve engine in it. It still for sale too! Well, I have always had a lot of love for the old Chrysler hemi engine in my younger years, I had one in my 32 ford 5 window coupe. then one in my 1940 mercury sport coupe, (which I still have and am restoring it even as I write this). I also have a Desoto hemi in a 41 ford coupe. I guess you get the picture. I like hemi's. While surfing e-bay one day, in the merry month of May, there sat a 1948 Lincoln continental coupe with a 331 Chrysler hemi. It was all snoosed up with 4 carburetors and a bunch of other goodies. The gentle-

man's reserve was waayy tooo high. Fast forward a year. Yup, there it was again with a lower reserve. hmmm! I put some bids in but didn't get the final bid. oh well, did I really need another one? About a month later, I received an e-mail from this gentleman. He said that the guy who ended up with the bid didn't have the money to complete the transaction, and wondered if I was still interested in it at my bid. You bet!!! He told me that he would rather not sell it sight unseen and wanted me to come out to New York to look at it. I had a broken hip at the time and wasn't getting around to good. He said that he would pick me up at the airport, take me to look at the car and get me back to the airport all in one day. I still had that

(Continued on page 2)



Rod Johnson's 1948 Continental Coupe
Equipped with a Chrysler Hemi and four Carburetors

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	Monthly Meeting Minutes	4
Club Information Page	2	Directors Message	5
Editors Message	3	Preview of Coming Attractions	9
Trivia...	3		

Board Of Directors - 2003-2004

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Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

My Pride and Joy continued

(Continued from page 1)

long trek down the gold concourse at Minneapolis-St. Paul International Airport. I didn't think that would work. I told him to send me some more pictures and I would go on them. He sent me a bunch along with the story on the car. And here it goes.

It seems that the car was originally purchased in Pittsburg by the mafia. It floated around there until present owner, (Mr. Wolfe) bought it in the early 50's. He had it back in New York and was having some cosmetic work done to it when Uncle Sam called him and said that he was to go to Korea. He was wounded over there and the only book to read at his bedside was a boating book. He became all excited about boats. When he was in the hospital, his dad decided to put a Chrysler hemi in the car and then do a full restoration on it before Jr. came home. The Senior Mr. Wolfe had been the chief mechanic and machinist for the infamous Briggs Cunningham. For you folks

who don't know this name, he was the world champion driver for a number of years. He drove Allards. That was an English racing car that you could configure three different ways. Ford flathead V8's, Cadillac V8's and Chrysler hemi's. Briggs choose the hemi as it was a real heavy duty engine. Mr. Wolfe, Senior, designed and built a four carburetor log manifold for the Allard. There were many other goodies too, when Briggs retired the Allard. Sr. asked to get the log manifold and accessories from it. This was installed on Jr.'s car. Jr. was still recuperating and had lost interest in the Lincoln. He is now into boating. Sr. had been in WWII and was a mechanic on the old p-38. A twin boom fighter plane. He had acquired a tachometer and a barrel temperature set-up from one of these planes and this was installed on the hemi engine. He machined some real neat mounting brackets for everything. I still need to mount the tachometer head under the dash. Mr. Wolfe also

(Continued on page 6)

Trivia from the Internet.

Carl C. Magee, of Oklahoma City, Oklahoma, is generally credited with originating the parking meter. He filed for a patent for a "coin controlled parking meter" May 13, 1935. The patent, #2,118,318, was issued May 24, 1938. The world's first installed parking meter was in Oklahoma City, on July 16, 1935. Mr. Magee had been appointed to the Oklahoma City Chamber of Commerce traffic committee, and was assigned the task of solving the parking problems in downtown Oklahoma City. Apparently, folks who worked in the area were parking on downtown streets, staying all day, and leaving few spaces for shoppers and others who visited the central business district. Magee's solution was to install parking meters, charge for the use of the parking spaces, and turn over those spaces that would otherwise have been filled by all day parkers. In addition, the parking meters would generate revenue for a growing city. It must have worked, as the idea of metered parking eventually caught on world-wide. From that early beginning, the use of parking meters by municipalities, colleges and universities, and private parking facilities has increased to the point that today, in the United States alone, there are an estimated five million parking meters in use. Based on this number, if every parking meter

(Continued on page 4)

Editors Message

The countdown to spring is continuing.... March is here with only 31 more days of winter. We can start to think about opening up our garage doors and getting our cars out for the driving season. Hopefully, we won't have another spring like last year, where we just sort of skipped most of April and May and went into the middle of June.

We all had fun at Dick Pellow's on February 21st. There was a very nice turnout from the Lincoln club, with some 60-70 folks from both clubs attending. Dick Pellow has an interesting collection of cars. From the early 1900's to a recent Plymouth Prowler. Something for everyone. A very nice 1928 or 1929 black Lincoln V8 four door sedan caught my eye. This would look good in any club members garage. There was also a nice 1948 Cadillac Fleetwood 75 that I would not mind having, what a great tour car it would be. His garage is a dream realized. On the main floor, space is available for 20-30 cars plus a lot of automobile related items, posters, pictures, signs and all things that we hold near and dear to our hearts. On the lower level, there is a complete working garage with plenty of room to teardown and work on several cars at the same time. We should all be this fortunate.

The potluck went well, with an amazing amount of food available for the eager eaters on hand. Most folks went back for seconds, and I will have fond memories of the chocolate cake for a long time to come. The auction was also great. There was something for most everyone present. As usual Ray Kroll and Web Petersen did a fine job with the presentation of the items for sale. There was one item, an older hydrometer, either battery or radiator, very unusual in appearance that Marion and I believed that there could be alternative uses for. The mention of these uses did bring some laughter near the area where we were sitting. You just had to be there to fully appreciate humor of the moment. It is good that we have some fun at our events. As I continue to preach, the hobby should be about getting together and having a good time. Maybe even laugh-

ing a little. So much of our lives are filled with competitive, stressful, and often unpleasant events these days. I believe it necessary for our mental and physical well being to just take a few hours and enjoy the company of good friends and have a good time. And let's not take our hobby or ourselves too seriously. Our thanks to Dick Pellow, our gracious host for the evening and, of course, our friends with the CCCA for making this festive evening possible.

Coming up next is our Sunday brunch at the Radisson, Plymouth. This will be held at 11:30 AM on March 21st. Please RSVP to Bob Johnson at 651-257-1715 by March 19, as the Radisson needs to know how much room to set aside for us. Let us try and set an attendance record. We did well for the January brunch at the Machine Shed, perhaps we can do better with nicer weather.

Please note the availability of a 1953 Lincoln Capri as shown in the for sale area of the newsletter. Member Gary Ofstedahl would like to see this Capri go to one of our club members. These are the Lincolns that participated in the Mexican Road Races of the early 1950's. They are great road cars and would make a fine addition to any of our garages. Please call Gary and try to work out a deal for this fine Lincoln.

Membership in the Northstar LCOC is a bargain at \$15. Most of the other clubs have gone to \$20 or more per year. One of the ways that we keep the dues low is by cutting costs to the bone and having Harvey Oberg as treasurer. Sending out reminders to those who have not sent in their dues costs the club money for postage, printing, envelopes. We still have about 40 members who have not paid up for 2004. It's easy to put the envelope on the counter with the intention of doing it later. Later is now. Please help your club and send in your dues today. We can also use articles about cars.

Till next month... David, Marion and Alexander.

(Continued from page 3)
collected only 25 cents per day, the gross revenues generated by parking meters in the U.S. for one day would be a staggering 1.25 million dollars (\$1,250,000). Although Magee's mission was to solve parking problems, it is evident from his patent application that generating revenue was an important issue from the beginning. In the application, he stated that his invention related to "meters for measuring the time of occupancy or use of parking or other space, for the use of which it is desirable an incidental charge be made upon a time basis." Some may argue whether or not 1.25 million dollars a day are "incidental." Of course, I have no idea how much money parking meters actually collect in a day's time, so that number may be meaningless; it could be lower, or it could be much higher. Suffice it to say that there is a lot of money being stuffed into parking meters every day. Mr. Magee probably had no inkling of the scale to which his invention would eventually be applied.

The early parking meters were totally mechanical (as are many even today). The meters were powered by a clock-type mainspring, which required periodic winding. There were two general approaches to accomplishing this: some meters were automatic, and some were manual.

With an automatic meter, the patron merely inserts the required coin

(Continued on page 5)

Monthly Director's Meeting

12 February 2004

Regional Director Bob Johnson called the meeting to order at Whitaker Lincoln-Mercury at 7:00 PM. Board members present were Bob Johnson, Dave Gustafson, Harvey Oberg, Bob Gavrilescu, Tom Brace and Tim Purvis. Other members present were Jim Jacobsen, Faye Oberg, Gaye Purvis and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson (LCOC Membership Chairman) had recently returned from the LCOC Winter Board Meeting. He reported that contrary to earlier reports, the national will not be organizing the national shows, but the local host chapters will be planning and hosting the meets as in the past. The show judging format will be changing for future meets and in addition, exhibition cars may register the day of the show. Because of the financial difficulties at Ford Motor Company, they will no longer subsidize LCOC to the tune of \$20,000 per year and will no longer host the Lincoln Reception at the national meets until further notice.

Treasurer Harvey Oberg reported the treasury balance to be \$4,204.99 with all bills paid.

Membership and Publications Director Dave Gustafson will send notices of club events to local national members who are not members of the North Star Region.

Projects Director Bob Gavrilescu reported that there were no sales of weather strips and transmission guards this past month. At the last brunch, eighteen club shirts were sold which means that there are still thirty-two lucky people out there

that can still buy one.

Activities: The annual pot luck dinner and auction joint event with the Upper Midwest Region Classic Car Club will be Saturday 21 February from 5:00 PM until 9:30 PM at Dick Pellow's Classic Car Garage. RSVP to Webster Peterson at 612-804-9406 or 952-922-2334 and let him know what you will bring: hot dish, entrée or dessert. Plan on brunch on 21 March at the Radisson Conference Center in Plymouth and 18 April at Kozlak's. The annual mini show at Whitaker Lincoln-Mercury on 22 May and an outing at Ray and Jeanine Nelson's new digs in Princeton. Come to MSRA's Back to the Fifties on 18 to 20 June at the Minnesota State Fairgrounds. Bob G. will have a banner and tent. The out state show will be in Austin on 14 August, picnic at Environments on 12 September and John Woodhead's collection sometime in October.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Whitaker Lincoln-Mercury on 11 March at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe from notes supplied by Bob Gavrilescu.

Save Those Calendars.....

Long time member, Harvey Oberg collects Classic Car calendars. If you have any old outdated calendars you were planning to eventually throw away, save them for Harvey. Anything with classic or automobiles of a special interest would be welcome to Harvey.

Please bring them to the next Northstar event or call Harvey at 651-739-9754.

(Continued from page 4)

and the clockworks move the "time remaining" indicator to the appropriate location, and start the timing mechanism. While this is convenient for the patron, it requires parking meter maintenance personnel to periodically walk the streets winding parking meters.

In a manual meter, winding is accomplished by the patron turning a handle after a coin is inserted. Since the meter only needs to run long enough for the current patron's time to expire (a few hours, at most), the mainspring can be made smaller and runs down much faster. In addition, the employees' hours required to wind parking meters can be eliminated which, in turn, reduces overhead costs and increases the net revenues to the meter owner.

Thank you very much, John Q. Public, for winding our meters for us. The first parking meters were manufactured by the Magee-Hale Park-O-Meter company. But they didn't get to keep the market all to themselves forever; parking meters were manufactured by others as well. Some of those manufacturers were Dual, Mark-Time, and Duncan-Miller. Of today's parking meter manufacturers, the ones with the longest bloodlines are probably POM, Inc., descendants of Magee's company, and Duncan Industries, of Duncan-Miller ancestry. As parking meters became more and more common, it was a certainty that the criminal

(Continued on page 6)

Directors Message

By Bob Johnson

February's activity, a Potluck with the CCCA at Dick Pellow's was a success, 30 Lincoln club members attended and about 60 people total. Francis Kalvoda, from Willmar and Rod Johnson from Albert Lea, made the trek, just so they could get great auction buys. I'm waiting for Jeanne Nelson to wear her new Snow Man sweater that Ray just had to bid on for her. Dick has a well-rounded car collection and features one 1928 Lincoln. I almost missed the best part of his facility, the basement where he restores his cars. That has all the goodies to work on his cars; and currently there are about 10 vehicles cars in various states of restoration underway by Dick and his son.

Our trip to Arizona was timed just right; we missed the nasty cold weather but not all the snow. I have had to blow out the snow about 5 times since we got back on the 6th of February. Arizona was cooler than normal, the highs were in the low 60's and it even rained while we were there.

The LCOC Winter Board Meetings held in Tucson, Arizona, covered Judging Standards, Membership growth, and ways to cut costs for the Club so membership dues are not increased again and what to do to balance the budget. The one item I did get passed is: Registration of Exhibition cars will be held open till 10:00 AM day of Car Show, space permitting. This change will let people show their cars if they decide to attend at the last minute. All the changes made at this meeting will be in the 2004 Directory.

PLEASE send in your Region renewal, 43 members have yet to renew. Dave Gustafson can't complete our 2004 Region Directory until we know who is renewing. WE do need YOU in the Region to help us succeed, to have fun, to enjoy your Lincoln and just to maintain our friendships. If you think you are too busy to attend our events, don't drop out, stay a member and keep in touch when possible. Remember the LCOC

and the Northstar Region need you and want you to continue being members.

Our March activity will be a Sunday Brunch at the Plymouth Radisson, on March 21st, at 11:30AM. We have a separate dinner area setup, if you plan on attending, please RSVP to me at 651-257-1715 by Thursday, March 19th. Directions are detailed in coming attractions.

We have swapped our June and July activities. Our June event now will be on 11th-13th, Eddie Cochran Days in Albert Lea, and then Picnic at Ray Nelson's, Princeton, on Sunday, July 25th.

Willmar Car Show Sunday, May 16, 2004

Announcing the 24th Annual Willmar Car Show and Swap meet. Sunday, May 16th at the Kennedy Elementary School, 824 7th Street SW, Willmar, MN. This is a big weekend at Willmar, events scheduled for Friday, a automobile display at the Kandi Mall, Saturday, cruise at the New London A&W, and on Sunday, the big show. Car show admission only \$8 per show car. Over 120 trophies and awards. Northstar member Fran Kalvoda welcomes all LCOC folks to this event. For more information check the Willmar Car Club web site www.willmarcarclub.com

FOR SALE.....

2 - 1947 5 Window Lincoln Coupes
In Restorable Condition.

1 - 1947 Lincoln Sedan which is a
Parts car.

Priced fairly at \$3,500 or best offer.

Please call Dale Neuman at 218-729-1062

Information courtesy of Harvey Oberg.

(Continued from page 5)

element would eventually discover that each one of those meters could contain a somewhat respectable amount of money, albeit all in small change. It was relatively easy to break into a parking meter and help oneself to its contents. Parking meter burglaries were fairly regular occurrences almost everywhere meters were installed. This led to security improvements by the manufacturers, and by the mid 1960's most meters were available with armored coin boxes. Although many cities were able to reduce their personnel costs by using manual parking meters, the money still had to be collected from the meters on a regular basis, and this too required manpower. So did installing posts upon which to mount the meters. Occasionally those posts got hit by a car, and had to be straightened or replaced. And for every metered parking space, there were one post and one meter. Once again the manufacturers came up with a way to reduce their customers' costs, and thus further improve their revenues. Enter the dual head parking meter. Except for some end spaces on a block, the number of posts and meters could be cut in half. This served to reduce labor costs in several ways. First, the number of posts and parking meters that had to be installed was reduced. Second, the number of targets for wayward vehicles was reduced, and thus the number of potential "knock downs." And third, each dual head meter served two spaces but had only one coin box from which to collect, which reduced the time required to collect the money. A bonus was that cutting the number of parking meters and posts in half greatly reduced the amount of sidewalk clutter, which made everyone happy.

My Pride and Joy continued

(Continued from page 2)

made many other neat things for the engine. When you see the car, just look at these many different things. linkage, fuel lines, generator pick-up for tachometer, motor mounts, transmission adaptor and fan extension. The exhaust system has asbestos sheets on stand-offs from the floor between the entire system. There are many other items that were manufactured and installed in and under the car, to numerous to mention. Sr.'s very good friend was the retired head upholsterer for Rolls Royce and he was taxed with the job of doing the interior. They went to Wales to purchase the hides. It seems that they use rocks over there for fences, consequently, no tears in the hides. The were tanned, colored, and installed. A very beautiful job. It is a typical 50's job though. pleated and rolled. Not really my first choice of colors either, red and white.

As stated before, Jr. no longer had any interest in the Lincoln. He had graduated to boats. The car sat in his dad's warehouse with 47 miles on it since restoration. Sr. died and Jr. had to sell the warehouse due to an estate issue. That is how it ended up on e-bay. The second time around Jr. was a little more realistic about the worth of the unit. He found out that everyone out there is not a Chrysler lover. We concluded the deal and I hired Concourse Transport to move it out here to Albert lea.

The 50 year old lacquer paint is tired and chipping off. I am having some trouble with adjusting the carburetors

and there are some other minor headaches. I had planned on stripping the car down and repainting it this winter, but the winter is rapidly slipping away. I don't know if it will get down before summer now. I had to put in a new radiator core and the previous owner had always used a lawnmower gas tank to run the car around in the warehouse once a year. Because of this, there was no problem with 50 year old gas in everything. Unfortunately, Sr. undercoated everything so it will be chore to break all of the fender bolts loose. I have since found a set of skirts for the car and it should be a very fine unit once I get it painted. I'm hoping that all of you purists out there will take the hemi with a grain of salt. I do have another 46 with the original V12 in it so perhaps you can forgive me. But that is yet another story, for another time.



The four carburetors on the Hemi engine in Rod Johnson's 1948 Continental.

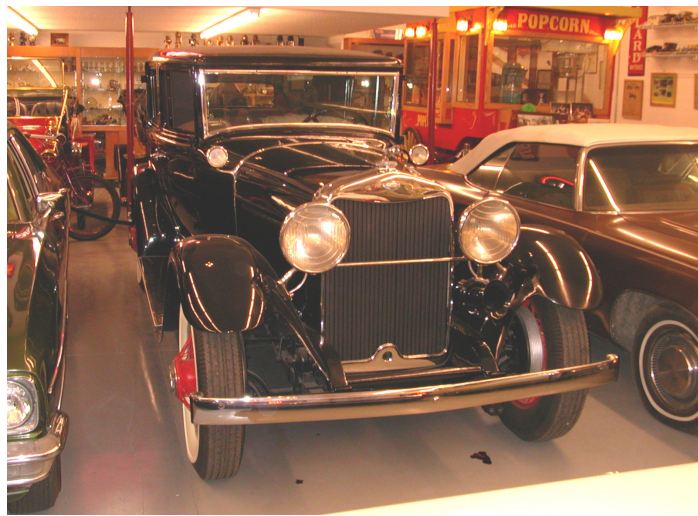
Our many thanks to Rod Johnson for this interesting story on another one of his Lincolns. I have seen the carburetion setup and it is truly unique. Perhaps we will see this Continental at our Southern Minnesota car show this summer.

Don't Forget
Brunch at The
Radisson Plymouth
March 21st 11:30 AM
See Back Page

Scenes from the CCCA - Northstar LCOC February Potluck



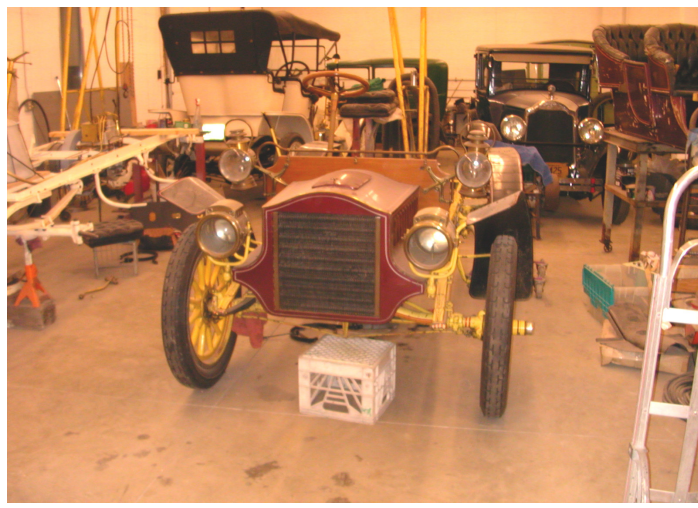
The Dynamic Duo of Ray Kroll and Web Petersen doing their best to stir up the crowd at auction time.



A welcome addition to any garage, a 1928 or 29 Lincoln V8.



A view from the balcony of Dick Pellow's garage.



A early 1900's Cadillac undergoing restoration



Northstar members Bob Gavrilesu, Floyd Homstad and Bob Johnson, who is trying hard to convince Fran Kalvoda (far right) that he should buy the antique hydrometer for his collection.

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



For Sale:

1978 Versailles, good driver, very clean and presentable. Beautiful like new leather interior, all accessories including air. 56,000 miles Exterior features a harvest gold color. Matching interior. Includes 4 wheel disk brakes. For an opportunity to own this fine Lincoln, call Lyle Sumner at 952-894-8431

Three wheel Harley cart. Used primarily to get around at car auctions. In excellent condition with rebuilt motor. Also has new seats and top. Fairly priced at \$995. Great for swap meets. Contact Susan or Richard Bauer at 651-894-9329 or email: srbauer@earthlink.net

1949 Lincoln Cosmopolitan. Four door, complete car. Equipped with three speed overdrive. New brake system, lines, shoes, master cylinder, wheel cylinders, gas line, and battery. Runs well, with most of the hard work completed. \$1,200. Call Mel Krugerud at 763-786-4092.

1967 Ford Galaxie 500 2 door HT. Green with black painted top. 289 V8 with automatic. Restored as new both inside and out. This is a beautiful car and would look great in your garage parked next to a Lincoln. This is a two owner car. Contact Dick Herman 507-283-2412 or email dick@hermanmotor.com. Dick Herman, 1303 Northview Drive, Luverne, Mn 55156. Better yet, call Dick and drive over to Luverne and take a look. It's a nice drive even if you don't buy the car.

**Club Jackets and Shirts are Now Available
Reasonably Priced
Great Looking
Contact Bob Johnson at 651-257-1715**

For Sale: 1953 Lincoln Capri two door hardtop, original black over red with power windows and power seat. This is a rust free Arizona car presently undergoing restoration, including complete engine overhaul, new upholstery, chrome plating, wiring harness, and more. \$7,000. Call Gary Ofstedahl at 507-433-7649 or email at gary.ofstedahl@courts.state.mn.us for more information.

For Sale:

1955 Cadillac motor, fresh valve job with new valves and valve seats. Runs good. Has transmission adapter to fit 1946-48 Lincoln or Ford. \$500

1946-48 Lincoln front axle, complete \$150

Pair of 46-48 Lincoln front fenders and nose. \$250

2 upper grills for 46-48 Lincoln. \$150

Rear bumper for 46-48 Lincoln Zephyr. \$50

Pair of fender skirts for 56 Lincoln. \$150

46-48 Lincoln air cleaner, complete. \$300

Like new 6 volt Dura Start heavy duty \$20

Wanted 26 tooth 46-48 Lincoln transmission cluster gear.

Call Ted Anderson at 763-561-8143

1967 Ford Galaxie 500 2 door HT. Green with black painted top. 289 V8 with automatic. Restored as new both inside and out. This is a beautiful car and would look great in your garage parked next to a Lincoln. This is a two owner car. Contact Dick Herman 507-283-2412 or email dick@hermanmotor.com. Dick Herman, 1303 Northview Drive, Luverne, Mn 55156. Better yet, call Dick and drive over to Luverne and take a look. It's a nice drive even if you don't buy the car.



For Sale. 1969 MARK III 64,000 original miles. This is a very clean car, that has been inside most of it's life. This fine example of a Mark III scored 98 points at the Red Wing Mid-America meet in 2002. A super fine driver offered at \$13,900. Please call Bill Juring at 651-484-2799 today.

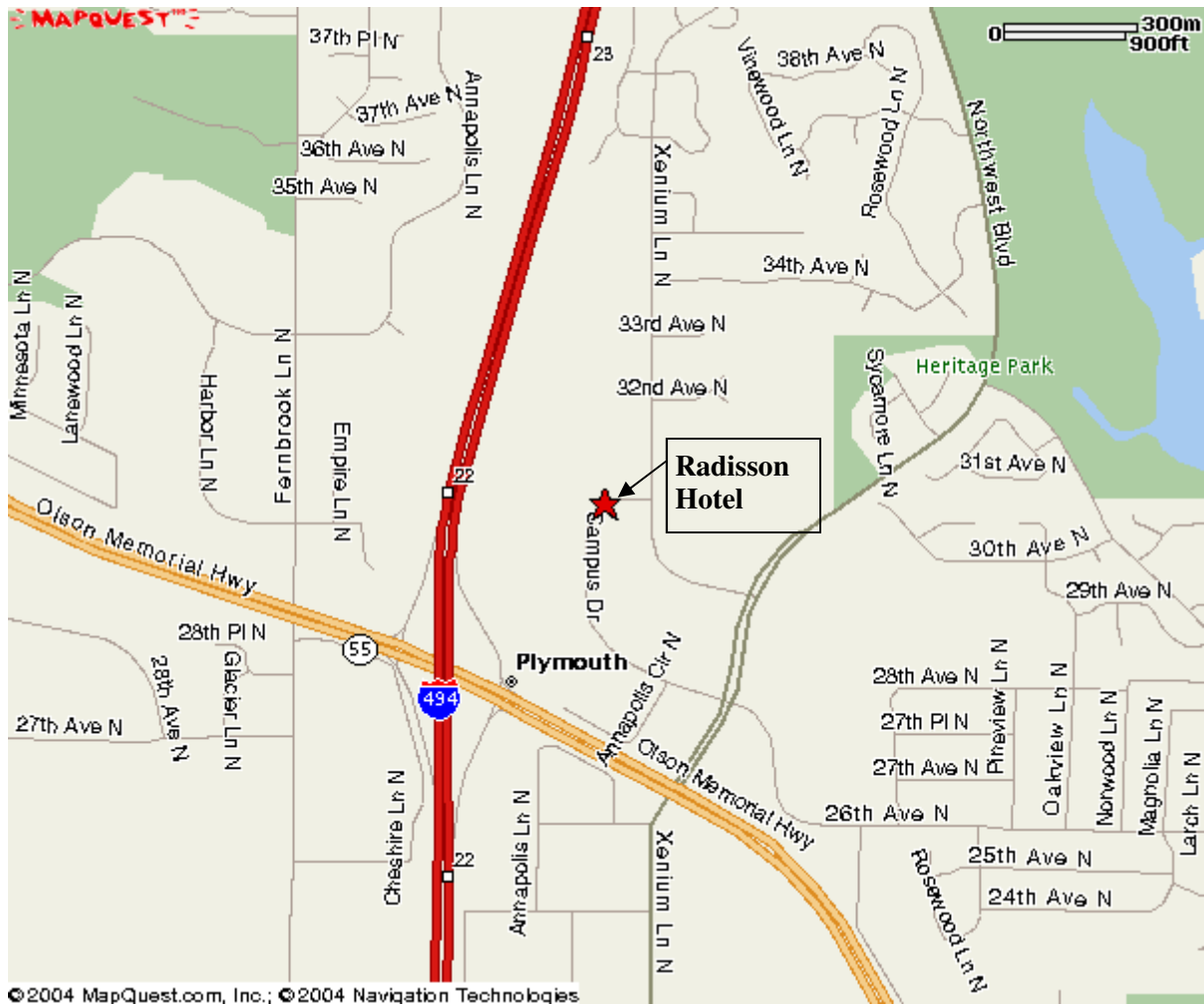
Preview of Coming Attractions

The following include scheduled club events

- March Sunday Brunch.. Radisson - Plymouth 3131 Campus Drive, March 21st
11:30 AM. See back page for more information.
- April Brunch at Kozlak's. April 18th 11:30 AM RSVP Bob Johnson 651-257-1715
Western National LCOC April 21st - 24th Albuquerque, New Mexico.
- May Hello Spring. Annual All Lincoln car show at Whitaker Lincoln Mercury
Saturday, May 22nd. 10:00 AM to 3:00PM No Charge, Free Lunch.
- June Eddie Cochran Days, Albert Lea, MN , MN. June 11, 12, 13th More on this 3 day event
in upcoming issues. Member Rod Johnson invites us down to Albert Lea for all the fun.
Back to the Fifties... State Fair Grounds June 22nd to 24th.
- July Picnic at Ray Nelson's, Sunday July 25th.
LCOC Eastern National July 15th - 18th. Ellenville, NY
- August Northstar LCOC "Out state" All Lincoln Car Show. Southern Minnesota
Saturday, August 14th, 10:00 AM to 3:00 PM Austin Ford, Lincoln and Mercury
- September Northstar LCOC picnic Roger Wothe's Environments, Inc, September 12th.
LCOC Mid-America, September 22nd - 26th San Antonio, TX
- October Event in process. Possible tour to John Woodhead's collection.

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: Activities@northstarlcoc.org

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.



SEE YOU AT THE MARCH BRUNCH

Meet us at
RADISON HOTEL, PLYMOUTH, MN
Sunday, MARCH 21st. 2004
11:30 AM

RSVP Bob Johnson at 651-257-1715
Or email arborbob41@aol.com
By March 18th if you plan to attend.

Let us plan on saying goodbye to winter at
The Radisson brunch, 3131 Campus Drive
Plymouth, Minnesota

DON'T MISS THE FUN, SEE YOU THERE AT 11:30 AM

HIGHWAY 55 TO XENIUM LANE, NORTH TO CAMPUS DRIVE