

NORTHSTAR NEWS

My Pride and Joy



1930 Lincoln Model L Seven-Passenger Touring
 Owners: Greg & Sandy Bilpuch of Lake Orion, Michigan

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.

For years our Seven-Passenger Touring had been sorely neglected and abused. It is a 7 Passenger Touring Type 177 and was built by Lincoln. The frame is stamped 4-10-30 and was shipped new in the same month to branch #18 on Long Island, New York. The color was Cobalt Blue with Eagle Ottawa Leather, it was 1 of 79, (conflicting information put the figure at 119), sold that year. The cost was \$4,200.00 and it weighed 4,940 pounds.

The history is unknown until 1940, when records show it was in an Acra junkyard in upstate New York. Travel to the sight revealed no evidence of the yards existence with exception of a few shells of automobiles across the street. Further research identified the yard owner as Aaron Shapiro, who lived with his son in the Bronx. A subsequent phone conversation was short, as Mr. Shapiro had no recollection of the car and was concerned my call was somehow prompted by the IRS. During that time at the yard, the engine was stored in the back seat and there it remained with the harsh New York winters taking their toll. In 1961 the car was bought by Elbert Chase of Hendersonville, New York, who soon

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Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul. Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

My Pride and Joy

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passed away, his wife had no recollection of the car. The Lincoln was resold in the same sad condition in 1963 to Harry Rutland and was moved to Albany, New York stored for ten years and never touched. During the next decade the car was sold to Robert Germane of Fall River then Manual Souza of Rehoboth, both of Massachusetts. In 1973 it was sold again to Jack Cohen of Indianapolis, Indiana. He was a large, colorful man, a “Shriner”, airplane mechanic by trade and inspector for the “Indianapolis 500”. He totally took the car apart, every nut and bolt, organizing and putting parts in baskets, boxes and bags. Somewhere along the way the body was stripped from the chassis and shipped off to Kentucky to remake the internal ash body skeleton.



In 1981 I found this challenge in “Hemmings”, being young and on a limited budget, I decided this impressive Lincoln was a bargain and the Classic for us. Actually what we purchased was a very large pile of parts. I arrived home and knew I had a lot of pieces for the Lincoln and some other cars, but had no idea

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Editors Message

March 2014

Trivia from the Internet



Herb Brooks
1937 - 2003
America's Coach

Herb Brooks was born in St. Paul, Minnesota, and grew up playing youth hockey. A standout at the University of Minnesota (where he later coached), Brooks was the last person cut from the 1960 Olympic roster. When that team went on to win the gold medal, his father quipped, "Looks like the coach made the right choice." Driven by this disappointment, Brooks made both the 1964 and 1968 Olympic teams, but a medal eluded him.

Brooks began his coaching career in 1972 and guided his alma mater Gophers to three NCAA national titles. Nonetheless, when USA Hockey began interviewing coaches to

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This is truly "The Winter of our Discontent". It just keeps going on and on, day after day. I really hope that we are not experiencing scenes from the old Bill Murray movie "Ground Hog Day". We have experienced temperature ranges from 20 below zero to 40 above. And enough snow to make driving on a few days, somewhat adventuresome.

As we age, we appreciate more things as expected and fewer adventures. As member Dave Kotz penned to me in a recent note, "take heart: Spring is just around the corner, if we can just make it through this Winter." I am hoping that is in terms of weeks that we can count on the fingers of one hand.

In the garage, the 1951 Cosmopolitan looks a bit sad. It too, is tired of Winter. I do believe that she along with all the other fine older Lincolns are awaiting the day when the streets are dry, the sun is shining and we can awake them from their long winters nap and take them out for a nice drive. I do tell them to be patient, by most measure, it will not be long now.

Each day we get a few more North Star club renewals. We only have about thirty (30) members left to send in their check for \$20 for the calendar year 2014. I beseech you (and it is a terrible thing to be beseeched) to please get your check in today. Your North Star board will greatly appreciate your efforts to do this as soon as

possible.

Great progress is being made with the construction of Lincoln Museum in Hickory Corners, Michigan. The grand opening events will truly be a



No shortage of snow here in Burnsville. Too much to shovel, it takes a good snow blower to make a good path to the mailbox. Marion in the background, thinks it is time for spring, green grass and the Easter bunny.

once in a lifetime event for us Lincoln aficionados. Dennis Garrett, of the Michigan Region is working very hard to put together this great celebration. We will have more details in next months newsletter, so reserve August 9 through August

12 and attend the great homecoming of all Lincoln collectors.

The Lake Shore Region of the LCOC is really working hard to put on a great Mid America meet this September in Rockford, IL. There will be some great tours and a bumper crop of fine Lincolns attending this meet. All North Star members planning on attending are urged to get their hotel reservations in early, as we expect the rooms at the host hotel to go quickly.

The next event will be a Sunday brunch at the Machine Shed over in Lake Elmo, just off highway 94. See the directions on the back page. Our old faithful, Al Bakers was sold around the first of the year, and we had to fine a substitute. The food at the Machine Shed is good and the prices reasonable. Shake loose of the winter blues, come join us. We hope to see you there.

Until next month, David and Marion.....

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head the 1980 Olympics squad, he was not a candidate high on their list.

At 42, he was considered too young. He also made it known that he would be forcing his players to adapt to a new style of play, an untested hybrid of his own devising that combined the Soviets' constant, fluid, weaving attack with the more physical defensive style of the NHL. After being hired, he further ruffled USA Hockey feathers when he chose his final roster after only one day of summer tryouts.

Those who made the cut, primarily players from rivals Boston University and the University of Minnesota, would be put to the test over the months ahead. Brooks demanded a longer preparation schedule than in previous Olympic cycles, and he would take his team through a grueling four-month exhibition tour of Europe and North America. He became infamous for conditioning drills and promised if his charges would not be the best team at Lake Placid, they would at least be the best-conditioned. He was gruff, confrontational, and motivated his players largely by using

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the first week in March. I spoke with Ray Nelson on February 10th, who kindly informed me that it was 80 degrees in Arizona. Just keep rubbing it in Ray, we will think of you all hot and sweaty, complaining about how hot it was down there. The good news is that April is only about 30 days away, and by then we should really start feeling the nice spring weather. It will be here in just a blink of the eye.

As I write this column, 95 of our members have already renewed their 2014 North Star Membership. If you have NOT yet renewed, please do so now to save the extra time and expense to mail out another renewal notice.

More on the Lincoln Motor Car Foundation Museum dedication, this August 6 through August 10, 2014. Two additional days have been added to the event, with the promise of non-stop fun from morning to night. Dennis Garrett from the Michigan Region has been working very hard to make this a very memorable time for all Lincoln owners. Further details will be available in our next issue. Rooms are reserved at two hotels in Kalamazoo, Michigan for this event. The host hotel is the Sheraton Four Points in Kalamazoo, phone 269-385-3922 and the adjacent hotel, the Holiday Inn Express, also in Kalamazoo, may be reached by calling 269-373-0770. The room rate is \$99.00 + tax and includes two hot breakfasts. You must mention "**LINCOLN OWN**" *for this special rate*. Call now, as rooms are limited. Watch for the registration packet information as the first 200 registrants will receive a commemorative license plate. There are three ways to get to Gilmore. The shortest is to take the boat crossing Lake Michigan from Milwaukee; go thru Chicago; or take the northern route over the Mackinac Bridge. Mary and I will lead a caravan that takes the Mackinac Bridge route and we will make it a two day trip. If you are interested in taking this route, please contact me. If someone wants to lead the tour taking a boat across Lake Michigan, please let me know, so we can get your information out to our members. Due to the heavy traffic conditions that exist in the Chicago area, caravanning this route does not appear to be practical.

February 15th, we attended the CCCA's 20th annual potluck dinner and auction on Saturday evening, held once again at the Firefighters Museum in Minneapolis. This seems to be the perfect venue for this type of event and is also available for parties or other similar functions at a very reasonable rate. Those who might be interested in hosting an event there should contact Tom Brace for more information. Our region was well represented with about 25 to 30 of our members attending. A lot of stuff was auctioned and I did get a few absolutely unneeded treasures (according to Mary). It was good to see old friends and talk about what will be going on this summer,

We have a new place for Sunday brunch on March 16. It will be at the Machine Shed, Woodbury/Lake Elmo/St Paul, 8515 Hudson Blvd N, at 11:30 AM. We were there many years ago, tasty food at reasonable prices. When you do a

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February Northstar Board Meeting

BOARD OF DIRECTORS MEETING

February 6, 2014

Regional Director Bob Johnson called the meeting to order at 6:53 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Bob Gavrilesco, Bob Roth, Harvey Oberg, Tom Brace, Dave Gustafson, Jay White and Roger Wothe. Other Regional members present were Faye Oberg, Mary Johnson and Marion Gustafson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson presented the dates for the three National Meets: Eastern National, St. Pete Beach FL, April 30-May 4, (the event will be a participants judged show and not a regular Meet); Western National, Tacoma WA, July 23-26; and the Mid America, Rockford IL, September 17-21. The Lincoln Museum Dedication at Hickory Corners MI, August 6-9. Particulars for both the Dedication and the Mid America Meet will be found in the newsletter.

Secretary Roger Wothe presented an idea for scheduling future Board Meetings. He said that because on the average our meetings last less than one hour they could be held in the hour before our monthly brunches if there were facilities available at that site. It would eliminate the driving to and from a regular Board Meeting location and information about decisions made at the meeting could be immediately presented to many of our Regional members. The idea was left open for later further discussion.

Treasurer Harvey Oberg reported the Treasury balance to be \$2,003.17 with all bills paid.

Membership and Publications Director Dave Gustafson reported that about eighty-five members have renewed and is waiting for about fifty more to renew. He still NEEDS "My Pride and Joy Articles."

Projects: Tom Brace reported that a selection for a Regional badge and a deposit for a prototype has been made. The minimum order to receive a reasonable price is forty.

Activities Director Jay White noted that Al Baker's Restaurant scheduled for our next brunch has been sold and the location for the brunch has been moved to the Machine Shed in Woodbury. He also reviewed the North Star Region activities calendar for 2014.

There being no further business, the meeting was adjourned at 7:50 PM. The next Board Meeting will be Thursday, March 6, at 7:00 PM at Culver's Restaurant in Maplewood.

Respectfully submitted by Secretary Roger Wothe.

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fear. Players who'd hated each other over collegiate rivalries found instead a common enemy in their coach. "If Herb came into my house today," said team captain Mike Eruzione years later, "it would still be uncomfortable."

When the winter games finally got underway, most analysts felt that if the U.S. played to the best of their abilities, with luck a bronze medal might not be out of reach. In their opening match, they salvaged a last-minute tie with Sweden after pulling their goalie. They then won a huge 7-3 victory over Czechoslovakia, a team most viewed as second only to the Soviet Union. They went on to beat Norway, Romania and West Germany. This meant Team USA would start the medal round by facing the Russians.

U.S.-Soviet tensions were running high in 1980. The Soviets had just invaded Afghanistan in a move President Jimmy Carter called "the most serious threat to the peace"

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since the Second World War." The U.S. had withdrawn from nuclear arms talks, imposed embargoes and upped military spending. The U.S. had also made known it was planning to boycott the 1980 Moscow Summer Games. Thus the USA vs. USSR game became not just a contest between opposing hockey players, but one between Capitalism and Communism, Democracy and Totalitarianism; it became the Cold War in miniature, to be played out on a 30 x 60 meter slab of ice.

There likely will never again be a "Miracle on Ice" in part because it's hard to imagine there will ever be an international sports team as dominant as the "Big Red Machine." Hockey had only taken root in the Soviet Union after WWII, but starting in 1954 the Soviets had won nearly every competition they'd entered. Going into Lake Placid, they'd won five of the last seven world championships. They'd won eight of the last nine

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More Bob Johnson

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search for the address, many cities pop up because of its location. The short of it is that it is .4 mile East of I694/I494 on I94 going East towards Hudson, take left on Radio Drive/Inwood Ave N (County 13) Exit 250 to the left or North for .1 of a mile turn right on Hudson Blvd and then another right. The Machine Shed is now part of the Holiday Inn Express that takes up the corner that faces the freeway. Call Jay White to RSVP by March 13th at 952-432-5939 or email jay@jwhiteandassoc.com.

On April 13th, we will have a Sunday Brunch at Jake O'Conner's Public House in Excelsior at 200 Water Street. Full details will be in the April Newsletter.

Winter is a time to work on our Lincolns and write "My Pride and Joy" articles about your old or new Lincoln for Dave Gustafson. We want to feature your Lincoln, but first you have to write the article, if you need help, Dave will help you in any way possible.

Secretary Roger Wothe suggested the idea for scheduling future board meetings one hour before our Sunday brunches. When we scheduled our monthly meetings at Culver's the plan was to have at location where more region members would attend. Very few members have attended so now we will try having a meeting one hour before our Sunday brunch at 10:30 AM. Roger said that because our meetings average less than one hour, they could be held in the hour before our monthly brunches, provided there are facilities available at that site. We will try this at The Machine Shed at 10:30 AM on Sunday March 16, 2014. You are invited to come early and attend our Board Meeting.

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

Lincoln Model L

The **Lincoln L series** was Lincoln's first model. It was built in Detroit, Michigan and was introduced in 1917. The engine offered was a 384.8 in³ (6.3 L) 60° L-head V8.

Henry Leland created the Lincoln car company after leaving Cadillac. After World War I, during which the company made aircraft engines, they came out with the L-series. It was designed by Leland's son-in-law Angus Woodbridge, who had been a ladies' milliner, and the design was thought to be old fashioned. When it finally was produced, it hit hard times from the post war recession.

In financial trouble, Leland sold the company to Henry Ford in 1922 for \$8 million, the amount determined by the judge presiding over the receivership Arthur J. Tuttle. Henry Leland valued the company at over \$16 million. After a few months, Ford got rid of the Lelands and had his son, Edsel Ford, design a new body for the L-series. Edsel was good for Lincoln. Leland had created an outstanding chassis, but Ford had the taste needed to make the car look good.

Edsel became President and Ernest C. Kanzler General Manager. Under Ford, the L-series was a robust car. In the first year, hydraulic shock absorbers were added. Edsel and Kanzler implemented production economies, trimming manufacturing costs by about \$1000 per car.

In 1924, the L-series was given a newer look with such things as a nickel-plated radiator shell. 1925 is identified by the absence of cowl lights. Also in 1925, Gorham silversmiths designed a chrome greyhound mascot for the radiator cap. It was molded using the "lost wax" process, a method that gave

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More Pride and Joy

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Olympic golds (including the last four in a row) and hadn't lost a single Olympic match since 1968. The Soviets were largely able to circumvent IOC rules by claiming most members of its team were not professional hockey players but conscripted soldiers who skated for the amateur Central Army hockey club. While the U.S. team's average age was 22 and the players had been together only for a matter of months, the core of the 1980 Soviet team had been intact for a decade and were seasoned veterans who benefitted from top-class coaching and training facilities. A year earlier, they'd beaten the NHL All-Stars in a 6-0 drubbing - this with their backup goalie in net. "C.C.C.P." were far and away the most feared letters in hockey.

The events of the game itself are now the stuff of legend. The Russians went up early, but the U.S. tied the score in the last second of the first period. In a surprise move, the Soviet Union pulled its starting goalie Vladislav Tretiak - considered the best in world - but soon recaptured their lead,

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how they went together. Remarkably the car was very complete with exception of the windshield wiper, running boards, one door latch and one



apron. Virtually every part of the chassis had been in those bags and boxes. The first things I did was join the LOC and bought the parts and service manuals. Little by little they were identified, restored and assembled. In 1983 the original body was still in Kentucky, it had now been over 5 years. The woodworker, who was paid in advance to replace the wood, worked for a university restoring religious relics. His work involved items 100 to 1000 years old, often meticulously replacing pieces of wood the size of a pencil eraser. He was determined to finish the project, but it was apparent that I would be a relic before he would complete the task. Adding to the dilemma, he refused to return the body without being additionally and significantly compensated for the incomplete project. That was very painful but he had me over a barrel. On the positive side the work he completed, (about 70%), was perfect. I finished the skeleton and attempted to reapply the original body skins. The old aluminum proved

too brittle and could not be reflanged onto the wood. The skeleton was shipped to Marcel DeLay in California and in less than two weeks I had new skins from the cowl back, he and his sons are remarkable craftsman. (they has since reskinned two additional cars for me) The chrome was all done by Master Plating also of California. The upholstery features hides from Bill Hirsh, sewn by John's Custom Upholstery of Battle Creek, Michigan. John also did a perfect job on the expansive top. The paint was done locally by Dick Noonan utilizing truck fleet colors. These colors proved to be reminiscent of the period. Restoration would have been impossible without the support of LOC icons Tom Powels and Ken Pierson. Accessories include a Pilot Ray Light, etched wind wings, a second windshield and a running board spot light. After eight long and determined years, the car was finished in 1989. It was the first time this Lincoln, with its original body, had been a complete running automobile since before 1940. Never again shall it fall into the disarray and neglect so unworthy of such a stunning Classic. It has won multiple awards from the LOC, at Meadowbrook and Eyes on Design. The Lincoln is home again in Michigan, a scant forty miles from where it was made eighty years before.



Passages

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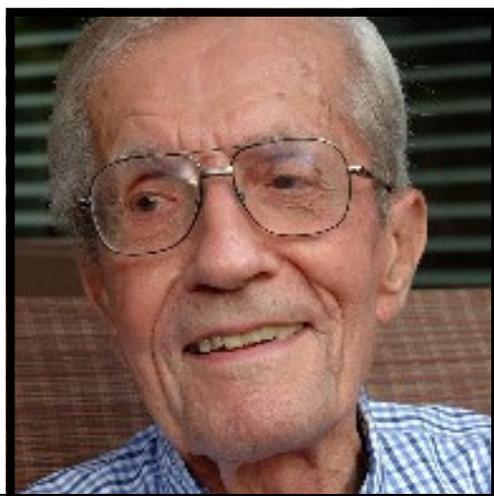
going up 3-2 in the second period. In the third period, the U.S. again pulled even behind Mark Johnson's second goal. And with exactly 10 minutes left to play, Mike Eruzione - whose last name meant 'eruption' in Italian - put the US ahead 4-3. The Russians launched wave after wave of attacks (the U.S. was outshot 39-16) but couldn't get the puck past goaltender Jim Craig and the lead held.

The next week, *Sports Illustrated* ran a cover featuring only a photo of the American players celebrating on the ice, unaccompanied by headline or caption. No words were necessary. When a reporter asked Mike Eruzione - who would retire after the Olympics as he was deemed to small and slow for the NHL - if 'ecstasy' was a fitting word to describe their feelings, he balked.

"That's not strong enough," he said. "We beat the Russians. We beat the Russians."

Today, most people don't remember that the U.S. vs. USSR encounter wasn't actually the gold medal game. When the U.S. went on to win against Finland and se-

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Thomas Koop
1922 - 2014

We are saddened to report the passing of one of our charter members, Thomas Koop of New Richmond, Wisconsin on February 5, 2014. Tom and his son Dick, were among the thirteen original members who met for the first time in Edina, MN on April 24th, 1983 to form the North Star Region of the LCOC. Of those charter members, only Dick Koop, Lloyd Pearson and Harvey Oberg remain members to this day.

Over the years, Tom and his wife Mary attended many North Star activities always arriving in a Lincoln, his favorite was his beautiful 1963 Continental Convertible. Always true to the club, his daily driver, also a Lincoln, sported the personalized Wisconsin Plate reading LCOC.

Tom was born on May 11, 1922, and graduated from St. Thomas College. He also attended Georgetown University and graduated from the William Mitchell College of Law. In 1959, Tom

and his family moved to New Richmond where he was employed by Doughboy/Domain Industries as their Corporate Counsel.

While he was very proud of his work in the corporate world, he often said that his greatest accomplishments were his six children, who went on to be successful in their own right. He was also very instrumental in bringing the Wisconsin Indianhead Technical College to New Richmond and continued to support this very fine institution in his later years.

Tom was preceded in death by his wife, Mary; sister, Betty Mae Solum, infant sister, Marjorie and daughter in law, Beverly Koop. He is survived by his children, Richard Koop, Elizabeth (Charles) Donner, Thomas (Julie) Koop, Jr., Mark (Anne) Koop, Mary (William) Wagner, Anne (Gary) Young, 13 grandchildren and 8 great grandchildren. Services were held on February 10, at the Immaculate Conception Catholic church in New Richmond, WI.

Memorials are preferred to WITC in care of Tom Koop Sr, 1019 South Knowles Avenue New Richmond, WI 54017.



Tom Koop, left and Bob Gavrilescu at the 2012 Mid-America.

Tom Koop's 1963 Continental

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cure the gold, it was almost an inevitability, an afterthought.

In a sense, so was the rest of Brooks' career. Weeks after the Olympics ended, he surprised everyone by going to coach a pro team in Switzerland. Then he returned to the U.S., and after a four-year run with the New York Rangers, bounced around the NHL, having short stints with the Minnesota North Stars, the New Jersey Devils and the Pittsburgh Penguins. He also coached France in the Nagano Olympics, before returning to coach the U.S. team to a silver medal in 2002. Once again his team beat the Russians, but it wasn't the same. The world had changed. There would be no second miracle.

Upon the 25th anniversary of the Miracle on Ice, the Olympic ice arena in Lake Placid, New York, where the United States won the gold medal, was re-named Herb Brooks Arena. A statue of Brooks depicting his reaction to the victory in the 'Miracle' game was erected at the entrance to the RiverCentre in Saint Paul, Minnesota, in 2003.

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Editor's note: We thought it might be nice to go back about ten years and reprint the article about how Tom Koop found his 1963 Continental. Tom was so very proud of his fine Lincoln and his face would just light up when he talked about it. Here is the story as written by Tom in 2003.



In 1957, I purchased a 1941 Continental Coupe, for \$950. I was a great believer in the Lincoln's beauty and believed it to be a true work of art. The car was original except it had a Cadillac engine, which was the reason I later sold it in 1960 for \$650.

I was never satisfied from that day forward, with purchasing any Lincoln, unless it was perfect or almost perfect.

In 1976, I was Vice President of Doughboy Industries, Engine/Compressor Division. I was in Minneapolis at our industrial designer's office, when I saw this beautiful 1963 four door Lincoln Continental sitting in the parking lot. The car was maroon and appeared to be almost perfect. I left my card under the windshield wiper blade with a note to contact me if the car was ever for sale. I didn't really believe anyone with a car so perfect would ever sell it.

Within two weeks, I received a call from an architect, Merrill Berch,

who had his offices in the same building as our industrial designer. Mr. Berch was asking \$3,500 for this beautiful Lincoln, which was over market price at that time. However, having already learned to buy the best auto one can find, even at a premium, I purchased the car in October 1976.

I started to check the car for originality and everything was original except the paint was the wrong color. The color code "Q" was the original color, which was Spanish Red. In reviewing all the paperwork that came with the car, I started tracing the car's history. It was purchased originally by Mrs. Mitten Howell Gates of Denver, Colorado from the Kumpf Motor Car Company. Mrs. Gates, was the wife of Harry Gates of the Gates Rubber Company family. Harry Gates one of two sons of Charles Gates, Sr, founder of Gates Rubber, was born in 1923. He served in the army during WWII and joined the company after the war. Harry put his efforts into manufacturing, engineering, and research and development providing the Rubber Company with 32 patents. Harry and Mitten Howell married in 1949. He survived the war and serious injuries only to succumb to cancer in his early thirties.

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The Herb Brooks Award is awarded at the conclusion of the Minnesota State High School League's state hockey tournament to "the most qualified hockey player in the state tournament who strongly represents the values, characteristics, and traits that defined Herb Brooks."

The Herb Brooks Training Center is located at Blaine, Minnesota.

Brooks was married to his wife Patti in 1965, and they had two children, Danny and Kelly. The National Hockey Center at St. Cloud State University in Minnesota was renamed for Brooks in April of 2013. In 2006, Brooks was posthumously inducted into the Hockey Hall of Fame in the Builders' category. The inscription reads: "A man of passion and dedication, Herb Brooks inspired a generation of Americans to pursue any and all dreams."

Six days after his 66th birthday, Brooks died in a single car accident on the afternoon of August 11, 2003, near Forest Lake, Minnesota, on Interstate 35. It is believed that he fell asleep behind the wheel before

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More Tom Koops' 63

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Subsequently, Dr. Curtice Johnson, President of Community College, Minneapolis, asked a friend to search for one of these Lincolns. The friend found this car on a lot in Denver. Dr. Johnson purchased the car for \$1,400 in 1970 or 1972. Dr. Johnson at that time was working in Hibbing, Minnesota, and it was there he had the car repainted a maroon color. He then sold it to Merrill Berch for \$2,500, who then sold it to me.

Over the years, I have had the car painted its original color and I have restored the car to a class 2+ condition. As all collectors know, restoring a car to mint condition is a very expensive undertaking. My original investment of \$3,500 has escalated dramatically over a 27 year period, and I have no regrets.

My son, Dick and I are charter members of the LCOC Northstar Region, and have had many enjoyable days with the other LCOC members due to the ownership of this fine automobile.

Our thanks to Tom Koop for this interesting article on his 1963 Continental.

Editors note: Tom's son Dick now has the 1963 Continental. Dick is looking forward to nicer weather and getting the Lincoln out on the road. Hopefully, we will once again be seeing this beautiful car at future Lincoln meets. Tom would be happy as these fine older cars should be appreciated... and the best way to do this is by driving and showing them.



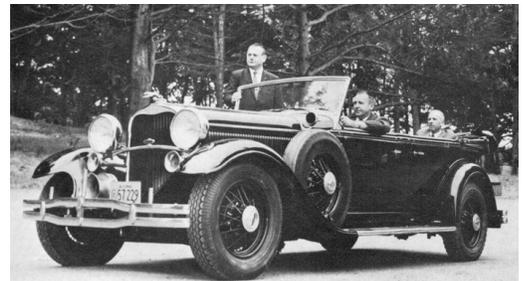
Lincoln L continued

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consistently fine detail. Rolls-Royce also used lost wax for its Spirit of Ecstasy. Front and rear bumpers became standard. The smallest L-series was the 2-door, 2-passenger roadster. 1926 was basically the same except for some interior changes.

In 1927, the L-series got smaller wheels. Also, 4-wheel mechanical brakes became standard. All instruments were on an oval surface. A larger engine (though no HP increase) came in 1928. 1929 brought Safety glass and dual windshield wipers. 1930 was the last year for the L-series.

The 1930 Lincoln Model L was popular with both gangsters and policemen. Introduced in 1921, the Lincoln V-8 developed 90 bhp. The engine grew to 384.8 cubic inches in 1928, although horsepower officially remained the same. Acceleration was strong, and top speed for all but the heaviest body styles was around 90 mph.



Early Lincolns were preferred by big cities to use as police pursuit vehicles.

Edsel enhanced Lincoln's image by ordering custom bodies from the leading coachbuilders in lots of 10 to more than 100. This provided distinctive coachwork at a more reasonable price than one-of-a-kind custom bodies. The Series 172 berline by Judkins

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Calling All Lincolns and their owners

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*the accident after driving all night, and neither drugs nor alcohol was responsible. Brooks was not wearing his seatbelt at the time of the crash, and according to the Minnesota State Patrol it is likely he would have survived the crash if he had been. Disney released a film about the 1980 Olympic team in 2004 called *Miracle* featuring Kurt Russell playing the part of Brooks (Karl Malden had previously played Brooks in a 1981 television film called *Miracle on Ice*). Brooks served as a consultant during principal photography, which was completed shortly before his death. At the end of the movie there is a dedication to Brooks. It states, "He never saw it. He lived it."*

And those who knew and loved him, this man who helped inspire millions and unite the entire country if only for the span of a hockey game, would probably agree there will never be a second Herb Brooks, either.

From the internet...

As the Meet Judge for the 2014 Mid-America National Meet in Rockford, Illinois, September 17 - 21, I want to issue a special invitation to Lincoln owners everywhere to present their cars during the 2014 National Mid-America Meet in the ***Exhibition Class if you do not want your Lincoln Judged, we want you to bring your Lincoln so we can see your Lincoln.*** For far too long many LCOC members have been hesitant to bring their Lincolns to national events because they felt their car was "not up to par", or thought "I've modified my car and no one would want to see my custom Lincoln at an LCOC Meet". Lastly, many believed they could never compete with the magnificent, perfectly restored Lincolns on the show car field. Having a car in the *Exhibition Class* allows you to enjoy all the benefits of attending a national meet including driving your Lincoln on the day tours, showing off your car all during the show, and of course sharing quality time with other great Lincoln folks, yet avoid the stressful judging process.

About 12 years ago, I brought a 1964 Thunderbird Convertible to a National Meet of a Thunderbird Club. The car was undergoing a restoration. While freshly painted, it lacked bumpers, seats or even drive-line. It was delivered to the event on a trailer. Several members helped me push the car into position on the show field! The poor nearly naked T'bird was a huge hit! I spent hours speaking to attendees on the merits and shortcomings of the car. I had a blast, and that's the point. Today, I have three Lincolns and while I love each one of them, they will all be in

the *Exhibition Class* during the 2014 National Meet - none will be judged.

So, if your car is an original 1932 Model KB, or a 1942 customized Zephyr or a 2002 LS, bring it! If it has 12 year old faded paint with a leaking rear main or is a gorgeous fresh 100 point restoration that would win a trophy anywhere, please consider placing it in the *Exhibition Class*. We all want to see you, *and* your Lincoln there!

If you have any questions, please email me or give me a call. John McCarthy, 2014 Mid-America National Meet Meet Judge, 815-479-0210, Email; rrestore@aol.com.

More Lincoln L

shown here was one of the custom offerings. The word "berline" is derived from the German city Berlin. It was another term for a sedan--often a seven-passenger style with a divider between the front and rear compartments.

While a standard sedan cost \$4,500, berline prices started at \$5,600. Judkins built four versions of the berline. This 172-A with two side windows was one of 42 built in 1930. It features a distinctively angled windshield invented by Brewster coachbuilders. The configuration was thought to reduce glare and improve visibility in rain. It found some popularity in the Twenties but had almost disappeared by 1930.

In the 1986 comedy movie, *The Money Pit*, the house came with a 1929-30 Lincoln L-series 4-door Sport Phaeton as a part of the purchase.

From the internet....

Offered for Sale, Some Great Lincolns

As a courtesy to our members, we try to make space available in our newsletter for Lincolns for sale, along with parts, related information, and memorabilia. There is no charge for this service, but we do ask that you send us descriptive information along with a good digital image of the Lincoln that you wish to sell. We do have the ability to scan pictures, but considerable quality and detail are often lost in the scanning process. Also, we ask that you let us know when something has sold so we can make space available for someone else. Through the newsletter several cars have found new homes with new owners.



One Owner 1979 Lincoln Mark V Collector Edition

Completely equipped with sunroof, Lincoln CB radio, and the full complement of fine Lincoln accessories. Purchased new in 1979 by the present owner, it has traveled but 5,000 miles over its 35 year life. Properly maintained and sparingly driven, only enough to keep the car limber it is almost as perfect as the day it was first delivered. Dark blue with a blue velour interior it truly must be seen to be appreciated. This quality Lincoln is priced at \$15,000. Please call Phil Blake, 320.839.6163 or Cell 320.815.7918. Ortonville, MN



For Sale - Slot machine - 1938 10-cent Mills War Eagle, serial #422598. Largely original machine, including original metal back and original wood base. Excellent cosmetic and operating condition. Includes service manual, parts book, and gorgeous brass-footed oak cabinet/stand with lockable, leaded glass door. Magnificent, fun addition to your family/recreation room! \$2750. Call Dave Kotz, cell 612.384.0566. email: davekotch@msn.com.



1979 Town Car, Collector's Series with Fixed Glass Roof, excellent cloth interior, some rust starting to show in the usual places but easily saved. Thousands recently spent on new parts, maintenance, including all new A/C, \$4,800. Located in Appleton, WI. Please call or email for more details, pictures. Perry Bush at pab1063@new.rr.com or 920-205-1295.

You May Be Interested in these Items for Sale

For Sale: **1948 Lincoln Continental Coupe**. Complete V-12 engine overhaul. New brakes and battery, New tires. Chrome has been replated. New dark green paint. Good working overdrive. Trunk just has been recarpeted. Reduced to \$14,000. also have V-12 radiator for sale and V-12 motor mounts. Call Ted Anderson 763.561.8143

FOR SALE: **1982 Mark VI 2dr** with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

FOR SALE:

1989 Lincoln Town Car, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00

Del at 608.837.5990 **Great car with a Great price**

FOR SALE:

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

FOR SALE:

1971 Continental Mark III, white, blue leather interior, clean car. \$2,500obo.

1975 Continental, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

FOR SALE:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 \$4,900/Best offer will own me.

For Sale

FOR SALE:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

1984 Mercury Colony Park wagon. White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN **Call 507.433.3944 or cell, 507.438.1016.**

For Sale:

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

For Sale:

1966 Lincoln four door sedan. 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

For Sale:

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

For Sale:

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

Preview of Coming Events

- March **Sunday Brunch, Machine Shed**, Lake Elmo, MN, March 16, 11:30 AM
See back page for all the details.
- April **Eastern National Meet**, April 23-27. Tampa-St Petersburg.FL Area
Sunday Brunch, April 13, at 11:30 AM, Jake O'Conner's Public House in Excelsior at
200 Water Street
- May **6th Annual Memorial Day weekend car show** , Morries Ford Lincoln,
Minnetonka, MN Saturday, May 24, 10:00AM to 2:00PM
- June **11th Annual Outstate Classic Lincoln Car Show**, Saturday, June 14, Miller Auto
Plaza, St Cloud, 10 AM to 2 PM.
- July **Western National Meet** July 23-26, 2014
Sunday Brunch, Lord Fletchers on Lake Minnetonka, July 13, at 11:30 AM, 3746 Sunset
Drive, Spring Park, .
- August **Dedication Lincoln Motor Car Heritage Museum**, possible driving tour
August 7 - 10 Host hotel: Four Point by Sheraton Kalamazoo, 269-385-3922 and
adjacent hotel, Holiday Inn Express, Kalamazoo, 269-373-0770. Room rate is \$99.00 plus
tax includes two hot breakfasts. You must mention "**LINCOLN OWN**" for this
special rate. Call now as rooms are limited.
- September **8th Annual Luther North Country Lincoln Car Show**, Saturday,
September 13, 10 to 2 PM
Mid America National Meet, September 17 -21 in Rockford, Il. Make reservations
now. at the Radisson Hotel now. This room Rate is \$90.00, a saving of at least \$35 per
night, which includes taxes, a real deal. Call the hotel at 815-226-2100 and mention the
Lincoln Club for this rate. Mark your calendars now for September and reserve your
room now before all the rooms are gone.
- October Annual North Star potluck and auction at Morries in Long Lake, Sunday October, 12
10 AM to 2 PM

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



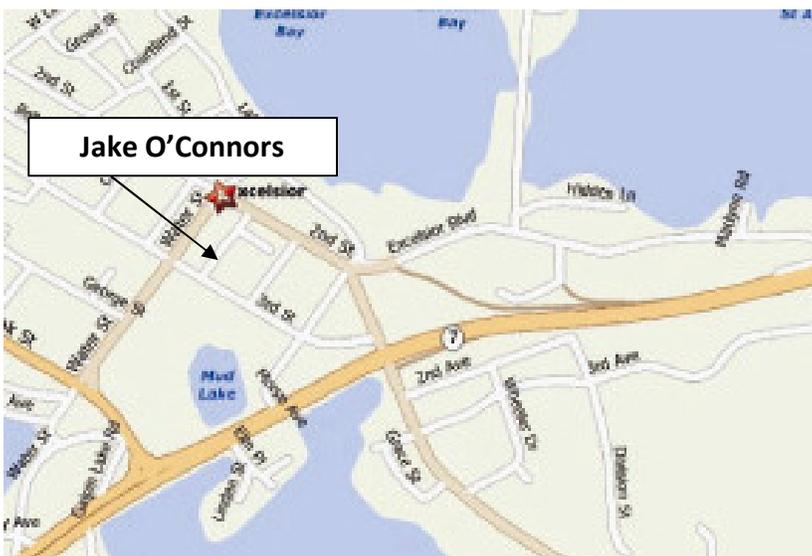
March 16th, Sunday Brunch Machine Shed Highway 94, exit 250, North on Inwood Drive 11:30AM

Note change of location from Al Bakers to the Machine Shed. We were there a number of years back. We will have our own area, so we can have some room to socialize with our friends and enjoy some of the great home cooking that the Machine Shed is known for. The prices are reasonable and the service is great. Come help celebrate the winding down of Winter and the arrival of Spring. It will be a good day to get out of the house and find out about the exciting plans that the North Star Lincoln club has for the summer driving season.

Please RSVP to Jay White by March 13th, by calling 952-432-5939 or email jay@jwhiteandassoc.com.



Sunday, April 13th, Brunch at **Jake O'Connor's Public House** in Excelsior. Meet at 11:30am at Jake O'Connor's, located at **200 Water Street**. The food is exceptional, and the service even better. As a special treat, you can order off the extensive menu. RSVP to Jay White at 952-432-5939 or email: jay@jwhiteandassoc.com by Thursday, April 10th if you plan to attend.



To get there: Highway 7 West to Excelsior and OAK Street. Right on Oak Street to Water Street, Right again on Water till you get to Jake O'Connor's Public House. Telephone 952.908.9650 or jakeoconnors.com on the web.

Weather will be good, see you there!