

NORTHSTAR NEWS

My Pride and Joy



Pat Corbett with his 1970 Mark III

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.

Considering I have been a Lincoln lover since high school back in the sixties, I have owned several through the years. However, the Mark III in 1968 caught my attention when I was eighteen as the most beautiful and elegant auto on the road. Being right out of high school, my cash flow would not permit ownership. Fast forward to 2013. The hankering for a 1970 Mark III began to gnaw on my car bones. I owned a nice 1969 Sedan, but the Mark III was a drug I could not find relief for in my Lincoln addiction. I wanted the 1970 model year before smog controls de-tuned it, and the solid wood appliques. In other words, full horsepower, full Lincoln spirit with class to boot.

As director of the Lone Star region, I get several phone and email queries concerning Lincolns. One particularly got my immediate attention. A gentleman from Fredericksburg called to see if I could help him put a value on a 1970 Mark III he had inherited. Telling him a phone valuation would not be fair, we agreed that I come up and look it over. Also the hair standing on my neck was a clue something was afoot here.

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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Pride and Joy continued...

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I grabbed Larry Overfelt, my friend, and neighbor who is a 40 plus year veteran mechanic and who cut his teeth on early 70's Lincolns at the Austin dealership. It was boys day out for us. Upon arriving at Mr. Fielder's home, he escorted us two doors down to his friend and business partner, Mr. Butler's home. Mr. Butler had died eight months back, and Mr. Fielder inherited his estate. He opened the garage door to this green metallic Mark III with white vinyl roof and white leather interior. The last inspection was 1994 and there she sat for twenty years, with the windows rolled down.



Pat's Mark III engine compartment looks as it did when it left the factory.

Larry and I gave it a close examination bumper to bumper. The leather was very supple but gray with dust. There was the usual corrosion beginning under the vinyl top at the base of the rear window, but no rust or corrosion in the trunk; the vent drain tubes were intact. Chrome was bright when we thumbed through the haze. The original Mark III trailer hitch was there because Mr. Butler pulled a boat to his lake

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Trivia from the Internet



George Gershwin
1898 - 1937
American Composer

At age 12, George Gershovitz seemed well on the way to becoming a juvenile delinquent.

He skipped school, got into fights and occasionally stole from pushcarts plying the crowded streets of New York's Lower East Side. George excelled at back-alley games—he was the roller-skating champ of Seventh Street—but reading bored him. At school, his scholarly brother Ira, two years older, often was called in to explain George's poor attendance and bad attitude.

At that point, their mother Rose

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Editors Message

March 2015

In spite of a miserably cold February, we could have had it a lot worse. Think of those poor folks out east, record snowfalls and no where to put the snow. It just keeps piling up. As I am writing this, I am thinking that in just a few days it will be March. Daylight savings time is at hand and that is one of the signs that spring is just ahead. The weather people on TV keep telling us that by the third week in March, we should start seeing average daily temperatures in the lower 40's. I can hardly wait.

I want to thank Pat Corbett for his great article about his Mark III. The Mark III was by all measure an excellent car and the great part is that they are reasonably affordable. Dependable, nice to drive, with all of the creature comforts, truly nothing could be finer. As many of you may know, Pat and I are working together to help Tim Howley make our beloved Continental Comments magazine even better and help smooth out the bumps in the road as we continue to make advances in the software, hardware and technology used to turn words and pictures into a finished publication. In one recent conversation with Pat, I asked him if would consider writing an article for our newsletter about his Mark III. A short few hours later, a complete story with pictures arrived by email. Pat is a professional engineer and he applies his en-

gineering discipline to the various tasks that he works on. And this is very evident in the finished product. His Mark III is truly one of the best out there. He can be very proud of the end result of all his labors.



Our West coast correspondent, Samara is looking a bit despondent in this picture. She has been out all day with her human companions Andrea and Don searching all over West Portland for a Lincoln Continental. Samara is Olga's favorite aunt.

Marion, Olga and I attended the CCCA-Lincoln Club potluck-auction at the Minnesota Fire Museum this past Saturday, February 21st. We had a good turnout, there was a competing event with another club that siphoned some of the members off, but even so, we had about 50 from both clubs. The Fire Museum is a very interesting place to visit and really quite well done. After having this event at a number of different venues over the past 20 years, this truly is a great place to hold events like this.

For those of you thinking about a new Ford or Lincoln, don't forget the Ford XPlan which offers a nice dis-

count to all members of the LCOC. This is real savings and it more than pays for your LCOC membership many times over. Details are in each issue of Comments or give either Bob Johnson or myself a call and we will point you in the right direction. And of course, for any new Ford or Lincoln, go up to Morris Minnetonka. They support our club, please support them. It will be a win-win for everyone.

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

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decided that the family needed a piano. Her sister had one, and she wanted Ira to start taking lessons. He was less than thrilled at the prospect. But one day in 1910, a secondhand upright was hoisted through a front window of the Gershovitz's apartment. The piano stool clearly had Ira's name on it, but it was rough-and-tumble George who twirled the seat down to size, lifted the keyboard and banged out an accomplished version of a popular tune.

"The family was flabbergasted," his sister Frances later recalled. George, it turned out, had discovered music in the midst of his shenanigans. The family of a schoolmate had a player piano, an automatic device whose keys went up and down in synch with a paper roll, and whenever he had the chance, George would tinker with it.

Ira, to his relief, was allowed to go back to his books. His brother had stolen the show. When George adopted the new last name Gershwin while still a teenager, Ira fol-

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February is going to be a month to be remembered, and it will not be for favorable spring weather, we have 30 to 60 days now before we can start driving our Lincolns. The bright side of this cold weather is that we don't have six feet of snow on the ground as I write this column. The weather has been much worse in many parts of the country, so I should not complain too much.

On Tuesday, February 17, we had 16 region members attend the funeral for a very special lady and friend, Nan Roth. The Catholic Priest was very specific about Nan and her faith, and made this funeral mass very personal for her family and friends. Please keep Bob Roth and his family in your prayers.

For February we were invited by the CCA to their 21st annual potluck and auction on Saturday evening, February 21, at the Firefighters Museum in Minneapolis. This museum is full of historical firefighting equipment and pictures depicting the history for over the past 100 years. About 50 persons attended this neat potluck. The North Star region was represented by 27 members, about half members of both clubs. This year our own Col. Ed Myhre did a very good job being the host Auctioneer and kept everyone bidding to get the most possible on all the great items.

For our next Sunday Brunch, we will venture to Sole Mio Restorante on March 15 at 11:30 AM, 1750 Weir Drive, Woodbury, for American/Italian style food. The Cost will be \$25 per person, and that will include coffee and pop, tax and tip. Brunch options feature classic American with Italian favorites, egg dishes, sausages and bacon, seafood, pizza, pastas, fresh baked breads, salads fresh fruit and pastries. Located in Woodbury, Sole Mio is just off I494 on the west side and southwest on Valley Creek Road. Please RSVP to Jay White by Wednesday March 11th, at cell 612-599-3219 or email jay@jwhiteandassoc.com (The North Star board meeting will be at Morries Ford Lincoln, Thursday March 12 at 7:00 PM)

In July, our 12th Annual Outstate Classic Lincoln Car Show will be, Saturday, July 18th, at Sioux Falls Ford Lincoln, Sioux Falls, SD. 10 AM to 2:00 PM. Please join us for this fun filled three day weekend, covering parts of three states. We will have a driving tour on Friday, July 17, beginning at 8:30 AM when we leave Burnsville for "the Grotto", West Bend IA. From there, it is on to Sioux Falls. The car show will be on Saturday at Sioux Falls Ford Lincoln. We are working on arrangements for a special tour Saturday afternoon followed by dinner Saturday evening. Sunday, we leave for home, stopping at Tyler, MN to visit the other Bob Johnson.

We have a block of rooms reserved for Friday and Saturday nights at the Best Western Empire Towers, 4100 W Shirley Place. The room rate is \$124 per night, which includes breakfast. Please reserve your room now by calling 605.361.3118. This rate is locked in till June 29 and ask for **the Lincoln Owners Club rate**. Please call Bob Johnson if you plan on attending at 651.257.1715 or email arborbob41@aol.com for planning purposes.

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

February 21, 2015

Regional Director Bob Johnson called the meeting to order at the Minnesota Fire Museum Minneapolis at 4:15 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Tom Brace and Dick Eilers. Other regional members present were Gaye Purvis, Faye Oberg, and Brian Carlson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson congratulated Dave Gustafson on becoming the new LCOG Publications Chairman in charge of the *Lincoln and Continental Comments* magazine. Our 12th Annual Outstate Car Show will be Saturday, July 18 at Sioux Falls Ford Lincoln, Sioux Falls SD. The Mid America Meet will be at the new Lincoln Car Motor Museum in Hickory Corners MI on August 5-9, 2015. Information for both Meets will be posted in the *Northstar News*. Saturday, June 27 will be the 50th Wedding Anniversary Celebration for Bob and Mary Johnson at their home in Shafer MN. Family, friends and North Star Region members are all invited. The activity starts at 3:00 PM with eats at 4:00 PM. There will be more information next month.

Treasurer Harvey Oberg announced that the treasury balance is \$2,526.74 plus \$1,600 in membership dues with all bills paid. Harvey still has some regional grille badges for sale.

Membership and Publications Director Dave Gustafson reported the renewed membership to be approximately one hundred thirty-five. He still NEEDS more "My Pride and Joy" articles.

Activities: The next activity is brunch at Sole Mio on March 15 at 11:30. The April activity is brunch at Dangerfield's Restaurant, 1583 First Avenue East in Shakopee MN on Sunday, April 12 at 11:30 AM. Please RSVP to Jay White. Directions will be published in the newsletter.

The meeting was adjourned at 4:35 PM. The next Board Meeting will be at Morries Ford Lincoln Minnetonka at 7:00 PM on Thursday, March 12 2015.

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

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lowed suit, but George would continue stealing the show throughout his short life.

George was the master musician of the Jazz Age, composing show tunes and symphonies with equal ease, the man who dared to begin a serious orchestral work with the wail of a clarinet or the squawk of taxi horns. He was the white composer of the haunting but stereotypical black folk opera, Porgy and Bess, and the writer of some of the most lushly romantic and inventive songs on Broadway and in Hollywood in the 1920s and 1930s.

In 1914, four years after Rose acquired the family's first piano, George quit high school to break into the music business. He joined the Jerome H. Remick Music Co., a music publisher on 28th Street in Manhattan. At 15, he was the youngest "piano pounder" on what was called Tin Pan Alley. But the music he was paid to play repeatedly wasn't

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Pride and Joy continued

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his.

George didn't begin to make a name for himself for another six years. In 1919, he teamed with Irving Caesar, a young lyricist, to write an all-American version of a current hit called "Hindustan," whose lyrics evoked the mysterious Far East. Their new song would refer to the southern United States, although neither had been farther south than Brooklyn.

As they rode a bus uptown from Times Square to the Gershwin family's apartment on West 144th Street, George and Irving fleshed out the theme. Within minutes of arriving at the apartment, as Caesar recalls it, they had the complete tune. George's father, at first annoyed that the music was interfering with his nightly poker game, ended up accompanying George on a tissue-wrapped comb. That was the first performance of

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house. The odometer revealed 95,754 miles. Through that dust and film both Larry and I could see an emerald in the rough.

I made Mr. Fielder an offer on the spot, he accepted and now to get it home. I called LCOC member Gene Green who has a Dooley and car hauler and the next weekend we brought her home. Upon exchange of money and title, Mr. Fielder handed me a file on the car that included all purchase papers, window sticker, and hang-tags that come with the car on delivery. Mr. Butler was an FBI agent assigned to the LBJ Secret Service detail during LBJ's term as president. To me, this was the exclamation point at the end of the sentence. A complete history on the car from its inception including the thank-you letter from Ford Vice President Matt McLaughlin for the purchase.

My first task was to find the car under the dust and dirt. Several buckets of Dove dishwater and rag rub-down found her prettier than I had imagined. The leather cleaned up nicely and the door panels cleaned up but were yellowed with age. There were blemishes in the original paint, but nothing that would require a full paint job. Considering the engine had not run for twenty years, we assumed the worst. Removing the plugs and flooding the cylinders with Marvel Mystery Oil for several days only allowed me to find a stuck valve when turning over the engine with a breaker bar. So, out with the engine too. This was August, 2013; the beginning of my Mark III adventure. My end goal was to have a totally roadworthy car that I can drive for years to come.

Larry and I pulled the engine and

mounted it to his rolling engine stand. One gallon empty fruit cans and large freezer bags make for excellent logging of bolts and small parts. And what a library you have on such a complete disassembly. Once the engine was down to the block, we took the block, heads and intake manifold to my machine shop for a complete valve job and cleaning. Cylinders were bored. The pistons with 95K miles were in good shape so we saved them. Cam and crank were also within specs.



Interior also looks factory fresh.

In the mean time I attacked the interior. No waiting on parts. The drivers side door arm rest had seen better years and the substrate plastic base had cracks from stress. The vinyl was yellowed and chrome trim filmed over. I took the door panel completely apart and detailed each element. While the door panel was down, I refurbished the power window, lock, and other hardware. LCOC member, Ken Sampson guided me through vinyl restoration using SEM paint. The chrome was polished with 0000 steel wool and walnut inlays polished also and oiled for preservation. I used sheet metal inlays to reinforce the armrest substrate which proved a successful effort. Once installed back in the car, it became apparent the rest of the story was just unfolding. Now the yellowed tinge of

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Still more Pride and Joy

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"Swanee."

Sixty chorus girls with electric lights in the tips of their shoes sang and danced to the tune at the opening of a motion picture theater in October 1919. But the spectacle didn't persuade many in the audience to buy the sheet music, thousands of copies of which were available in the lobby.

Soon after, Al Jolson, the over-the-top white singer who performed in blackface, heard Gershwin perform the tune at a party. He immediately decided to put the song in his latest show and to record it.

Jolson's recording of "Swanee" in January 1920 sold millions, along with the sheet music. The tune catapulted 21-year-old George into the limelight, and he never left it.

If there was one year in which George's talents blossomed, it was 1924. The year began with a jolt when Ira opened a New York newspaper Jan. 4 and read that George was writing a jazz concerto for band leader Paul Whiteman. George had

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other panels jumped out at me.

Any work on the rear windows needs to have the entire interior striped out. While the seats lived upstairs in my office, I went through both power windows and package tray trim. The rear interior was completely gutted to allow a complete and thorough restoration. The rear window gear in one window was sheared so I had it rebuilt through the Lincoln Old Parts Store.

I have often said to always take advantage of a hole. While the engine was out, I attacked the engine bay. A complete replacement of parts for the brake system, replace the radiator, and upper control arm bushings to name a few. The heater core was replaced. Just accessing this later would be monumental. While the heater/evaporator housing was down the evaporator and fan was cleaned. Thunderbird parts here are easier to find and cheaper than "Lincoln" parts. Another example is the rare Mark III fuel tank. The equivalent T-Bird tank is available, but without vent. So, get a vented gas cap. Don't let the tail wag the dog in such matters.



A meticulously rebuilt engine awaits installation in Pat's Mark III.

With the interior and engine bay complete, back to that 460 on the

stand. I would not have embraced this effort without Larry's help and guidance. You see, there is the cookbook technical manual and Ford specs. It is the art of mechanic work that you only learn from pros like him. I told him up front I wanted to build the engine, but needed his direction. He participated where it mattered, and where four hands are needed, like placing the pistons in the cylinders and guiding the cam into the front of the block, to name a couple. Between our torque wrenches I assembled the engine complete with new water pump, oil and fuel pump, rebuilt carburetor thanks to Gene, and new wiring harnesses. The timing gears and chain were fresh so they went back in. To my surprise I did not have any bolts left over. Just one nut left standing in the garage.



Using Gene's engine hoist, Larry and I dropped the engine back in and bolted up the transmission that had I had rebuilt locally. The rear axle was taken apart and Larry and I replace all bushings while inspecting the gears. The connection and installation of engine bay elements was my job. The cruise control was cleaned on the bench and relay points filed. The A/C hoses were rebuilt locally. I removed the check valve and replace the expansion valve. I discovered on the

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Pride and Joy, The Saga continues..

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all but forgotten the commitment but proceeded to write the composition in just three weeks.

The themes, for what became "Rhapsody in Blue," came to George, he later said, while he was on a train bound for Boston: "It was on the train, with its steely rhythms, its rattle-ty bang that is often so stimulating to a composer.,,.,. I frequently hear music in the very heart of noise. And then I suddenly heard—and even saw on paper—the complete construction of the rhapsody from beginning to end.,,.,. I hear it as a sort of musical kaleidoscope of America—of our vast melting pot, of our unduplicated national pep, of our metropolitan madness." In one musical message, Tilson-Thomas says, George "expressed what it was to be alive at that moment as an American ,,,. to let people know what it feels like to stand right here on this street corner and hear this elevated train go by and hear this building being built and hear this

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nitrogen pressure test there was leak in the condenser. Damn the luck. Why did I not replace this when the engine bay was open? The sins of the father! With the wife's assistance and several traces of blood left on the radiator we pushed up a new condenser from below and bolted it in place.

During the initial engine startup, the engine shook like it had an epileptic seizure. The Sun Scope indicated nothing wrong with ignition. A compression test yielded several cylinders with zero compression. Valves were not fully seating. I had replaced the rockers with OEM parts from Green Sales and properly torqued the valve train. Although we had replaced the push rods with spec parts, some were too long. So, we used some shorter push rods within 460 engine specs to do the job. Compression checked out and ran smooth. One year after delivery she rolled under her own power. It was like giving birth if you can relate to that.

She is finishing her break-in period. Last 40 mile loop she hit 84 MPH before I rolled her back to a legal 70. Is she a dream to drive? Hell yes! The front end is in another zip code, but she holds the road like a dream. The valve push rod issue was one in many smaller restoration challenges. If you are not a mechanic or do not have a Larry next door, I do not recommend you take on such a formidable task. For me, it was my last hurrah! I'm sixty-six and this was going to be my story of stories. Thanks to several LCOC members and supporting vendors, she is my dream car. I can gaze at her body styling all day and never tire. Cranking up the 460 and unleashing her 425 HP is an adrenalin rush with

class. Yes, they spec at 365 BHP, but Ford blueprinted these engines for the Mark III and they tested out at 425 every day. I can feel her gaining strength as the rings seat and she purrs down the road.



Pat behind the wheel of his Mark III. He is taking it out for the first time after the engine has been installed for the shake down cruise. A happy man!

I recommend the 1970 Mark III for anyone wanting a solid built and elegant classic. The dash and door treatments with solid walnut panels, the supple leather seating, overhead warning lights, and five module instrument cluster present a statement that the performance, ride, and appointments give Mark III an integrity, grace and elegance equaled by no other car of that time. I couldn't have one when they were new, but having this one is just as rewarding. I am older now and can appreciate her more.

Mr. Butler had ordered the door monograms and they are still on the doors. A special event occurred last fall when I got to drive Mr. Fielder to an event at the LBJ National Historical Park near Fredericksburg. I told him then that this was Mr. Butler's Mark III and I was just the new caretaker. The monograms will stay. Some cars just need to stay with the original owner.

Our sincere thanks to Pat Corbett for this fine story about his Mark III.

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wail from a jazz club."

Rhapsody in Blue debuted as No. 23 on a program entitled "Experiment in Modern Music," and by the time it began, the audience in New York's stuffy Aeolian Hall was restless. From the opening, a clarinet's 16-note-long whoop, the rhapsody's Russian-like melodies and jazzy blues notes electrified the crowd.

Putting such music into the concert hall "was a huge leap that took immense talent and a great amount of guts," says Max Morath, a pianist and music historian. "It wasn't so much that the establishment didn't like this kind of music. It didn't know it was out there."

Overnight, the already successful composer became famous. It didn't hurt that George was young, handsome and supremely confident. Women adored him, and he adored an audience. Publicizing his work using new technology—radio, film, phonograph recordings and piano rolls—George became a celeb-

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More Bob Johnson

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In August(5-9), the LCOC National will be hosting the Mid America National Meet, at Hickory Corners, MI. All Lincoln owners are invited to participate. The LCOC will feature both judged and exhibition (non-judged) classes.

For those who wish to caravan, we will depart from Hudson, WI, on Tuesday, August 4, at 8:30 AM, driving to Pontiac, IL. We will stay overnight in Pontiac and visit the Pontiac Motor Car Museum on Wednesday morning before going on to Kalamazoo, MI. To reserve your rooms (Tuesday night) now, contact the Best Western Pontiac Inn, 1821 W Reynolds St. The room rate is \$94.49 per night, which includes breakfast. Please call 815.842.3777 and ask for the Lincoln Owners Club rate before July 4 to get this great rate. Please call Bob Johnson if you plan on attending at 651.257.1715 or email arborbob41@aol.com for planning purposes.

We still have about 15 members to renew 2015 North Star Region membership. Please save Dave the extra work of having to send out reminders about your renewal being late, **Send Your Renewal in ASAP**. We need Dave to spend his time on our newsletter, not having to worry about late renewals. The other reason is the information you provide is used in our 2015 Region Directory and we would like to publish it as early as possible

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

Waiting for a Mark

An unsuspecting Cleve Westmoreland was happy with his Lincoln when he drove into the service department of Bill Swab Lincoln-Mercury dealership on West Broad Street in Columbus, Ohio. He was there for regularly scheduled maintenance.

Because all the magazines in the waiting room were at least a year old, he wandered out into the showroom to see the new Lincolns on display.

That's when he first saw the drop-dead gorgeous light green 1969 Lincoln Continental Mark III with an engine hood that seemingly stretched into early next week.

That was the end of the old Lincoln's visit to the service department. It soon became trade-in material on the new Lincoln Mark III.

It was the stance of the car that captivated him - and 23,088 other buyers of the long (18 feet 8 inches), low (4 feet 6 inches), wide (6 feet 7.5] inches) Lincoln.

The standard weight of each Lincoln Mark III model manufactured was 4,763 pounds, each one with a 365-horsepower, 460-cubic-inch V-8 engine beneath an almost 6-foot-long engine hood and each one carrying a base price of \$6,758.

The entire family turned out to see the new car when Mr. Westmoreland drove it home and they all issued the appropriate oohs and aahs except for his stepson, Harry Goins, who was taken away by the sheer beauty of the Lincoln. "I loved that car from the day he bought it," Mr. Goins says.

For the next eight years the lengthy Lincoln was driven about 5,500 miles a year. In 1977 Mr. Goins moved to Virginia. Mr. West-

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Passages

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rity. Time magazine put him on the cover when he was just 26.

November 1924 saw the opening of the musical *Lady, Be Good!*, the brothers' first complete score on Broadway. The plot was trite; the tunes were anything but. Starring dancer Fred Astaire and his sister Adele, the musical included the song "Fascinating Rhythm," with its speedy, jagged meter and breezy language.

"The score that George and Ira concocted captured the verve, syncopation and colorful speech pattern of the Jazz Age in a way that never quite happened before," Bowers says.

At the same time, there is a sadness, a longing in many of Gershwin's melodies that seems to hark back to his Russian Jewish roots, according to Tilson-Thomas.

After 1924, concertos and musicals appeared in rapid succession. For *An American in Paris*, a symphony he completed after a 1928 visit to the French capital, George employed a quartet of Pa-

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Nan and Bob Roth

We are saddened to report the passing of Nan Roth, wife of Bob Roth, both long time Lincoln members. Nan passed away peacefully on Thursday, February 12, with Bob and her family by her side.

Nan was born in 1932 and spent her early years in St. Paul on the east side. She attended Catholic schools and was a person of great faith, who was guided throughout her life by the lessons that she learned early in life. Nan was a devoted mother and a life partner to her beloved husband Bob.

It was love at first sight, when Bob and Nan first met during church services when Bob was on leave from the Army. By all measure, it was a good match as they were married for 57 years.

As the years went by, she supported Bob as he was growing his company, Fresco, serving as both mom to her children and office manager to Bob's small, but growing firm. In their later years, when Bob retired, they enjoyed traveling to-

gether throughout the United States and abroad. Both active in the Lincoln club, they were seen at most Northstar events and attended a number of LCOC national meets. Nan was a joy to visit with and was always interested in what others were talking about, no matter what the subject was.

In addition to her husband Bob, Nan is survived by daughters Kathleen, Renee Tadych and Maureen (Dan) Kettleon, Sons, Terry (Cathy) and Joe (Kelly), 7 Grandchildren, extended Family and many, many friends.

Mass of Christian Burial was held at St. Bartholomew Catholic Church, Wayzata, MN on February 17.

Memorials may be made to the North Side Life Center, 4367 Thomas Avenue North, Minneapolis, MN 55412

Our sincere sympathy goes out to Bob over his loss. And our thanks also go out to Bob for sharing Nan with us these past years.

Waiting for Mark

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moreland moved to a new house in Columbus and when he moved in, his Lincoln moved into the garage, never to move for the next 25 years.

Mr. Westmoreland's excuse for leaving his Lincoln to lie dormant was, "the battery was dead." In reality he knew that his stepson dearly wanted the car but would not take possession of it until he had a suitable place for it to be garaged.

As the years went by Mr. Goins noted that the layer of dust on the car grew thicker. "It was a catchall in the garage," he says with dismay. Stacks

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risian taxi horns. Almost as loud as those was singer Ethel Mer- man, who made her Broadway debut in a 1930 Gershwin musical called *Girl Crazy*. Her clarion rendition of "I've Got Rhythm," in which she held a single note for 12 bars, stopped the show nightly.

In 1934, Gershwin began work on the most ambitious project of his career, an opera based on the play *Porgy*, about a crippled black man whose passion for a young woman drives him to commit murder. The setting was Catfish Row, a mythical community on the Charleston, S.C., waterfront. The stereotyped plot portrayed a culture in which lying, cheating and gambling were a way of life. The music has received worldwide acclaim.

To absorb the sense of place, Gershwin visited James Island, a barrier island near Charleston where black residents spoke Gullah, an English creole dialect with vocabulary and grammatical features from West Afri-

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Welcome Wagon



WELCOME WAGON by Francis J. Kalvoda
Willmar MN 56201, 320-235-5777,
fjk@charter.net

This month we welcome new members **Wes and Lois Dopp**, 38118 Egret Trail, North Branch, MN 55056, 651-674-4159, wmdopp@q.com. The Dopp family has been enjoying vintage automobiles for many years. Wes usually adds modern power, amenities and safety to the Dopp family rides. These include a 1956 Thunderbird, 1961 Impala convertible, 1963 Oldsmobile F85, a 1963 Impala, and a 1964 Continental convertible. The Lincoln came from Florida and has been a family project. The convertible will come alive with a transplant from a low mile 2007 Crown Victoria police interceptor drive train and suspension. The '64 will be a classy cruiser for Wes and Lois to drive to Northstar LCOC events and other cool car gatherings.

The most frequent question I have been asked lately is, 'How is Micki doing?' Intravenous chemo is done. Daily colon radiation has begun along with six chemo pills a day through early March. Her fatigue continues and her immune system continues to decline. Her sense of humor is better (maybe my jokes have improved). She is definitely looking forward to a trip to Bismarck when her medication ends and immune system permits it. Keep praying!

More Mark

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of old newspapers were piled on the car as it sat on four flat tires.

With a climate-controlled garage built at his Alexandria home, Mr. Goins traveled to Ohio in August 2002 and proclaimed that he was ready to take possession of the Lincoln. He had a local shop in Columbus drag the car out of the garage and haul it away in order to make it road-worthy. Mr. Goins told the garage owners that he wanted to drive it to Virginia in two months.

The cost of the rehabilitation came within \$1,000 of the price of the car when it was new 33 years earlier.

When Mr. Goins returned in October, the car was like-new mechanically. He, and his wife Barbara, drove home with confidence.

As nicely as the car handled, it had suffered a few cosmetic dings and dents over the years in addition to a couple of spots of rust where all the Mark III Lincolns seemed to have problems, just forward of the rear wheel wells. The solution was simple, Mr. Goins in October 2003 drove his Lincoln back to Columbus where another shop stripped off all the trim pieces, addressed all of the minor body damage, cut out the rusty areas and replaced them with healthy new steel and then repainted the car in the original light-green color highlighted with a dark-green pinstripe.

All of the chrome and stainless-steel trim pieces on the car - with the exception of the chrome surrounding the rear license plate - were in such good condition that simply polishing them was all that was needed.

A dozen yard-long vents between the rear window and the trunk lid en-

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Passages

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can languages. He attended their religious services and held his own in a complex pattern of dancing and singing called shouts. "He was the original funky white guy," Feinstein says.

Gershwin labored for 11 months to compose the score and another nine months to orchestrate it. To raise money for the show, he hosted a radio program sponsored by the laxative Feenamint, which, he was fond of saying, paid for Porgy and Bess. The opera's first run lasted only 124 performances, a flop by Broadway standards, but a later version would tour the world.

In 1936, with the Great Depression limiting opportunities on Broadway, the Gershwin brothers moved to Hollywood. They wrote music for two Fred Astaire-Ginger Rogers movies, producing such classic songs as "Let's Call the Whole Thing Off," which the dancers performed on roller skates.

Early in 1937, George began to complain of headaches. He experienced a memory

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On the loss of David Kotz, my dear friend, by Duane Warren.

Some in the old car hobby have known Dave Kotz for 50 years or more, and can share many stories going back into

the fifties. David laid claim to friendship and membership in numerous automobile clubs including, the Cadillac and LaSalle Club, the Classic Car Club of America, the Lincoln Club, the Antique Automobile Club of America, the Ferrari Club and the Minnesota Street Rod Association among others. He served in various capacities on the boards of some of these organizations and was instrumental in the formation of some of the local chapters. Dave was a documentarian and kept detailed records relating to the cars he owned and the clubs with which he was affiliated. He could amaze and astound me, hour after hour, as he would recount the detailed ownership of many of the fine Classics that spent time in the Upper Midwest over the years. His memories related to cars and the people in the old car hobby were legendary. Some time ago, a friend of my wife asked if I would be interested in a couple of panoramic photos of some old cars. I immediately said yes. These turned out to be photos of joint Minnesota/Iowa AACA meets from the years of 1952 and 1953. I showed the photos to Dave and he immediately began to identify the cars and name their owners. He received some help on a few of them, but I now have the full documentation along with the photos. Now, this may not seem to be a big deal until you realize that Dave was born in 1943, making him only nine and ten years old when these photos were

taken. I know that my memories from that age do not serve me that well!

With his special interest in Cadillac, it is no surprise that his extensive library contained service manuals and factory documentation from the 1920's through some of the more current years. He could always be counted on to provide advice and that missing document or information to make the necessary repairs possible. Now I never saw his hands get very dirty but then he also knew who could be counted on to do the work on his behalf. Although knowing Dave for nearly twenty years, my wife and I became very close over the past ten years or so, and since retiring, we were able to accompany Dave on a weeklong excursion to Hershey, Pennsylvania to take in the AACA Fall Meet for the first time. Since we had never attended this event, we were fortunate to have Dave as our trusted guide and advisor. Dave has been attending and vending at this event for over thirty years and knows where to stay, where to eat and all the in's and out's that helped make our first visit a most pleasurable experience. Dave knew how to enjoy life in the first class fashion of a gentleman from a long past era. White linen tablecloths, lots of forks and fine wine at the Hershey Hotel, with close friends, were always part of his annual ritual. I was fortunate to be among his final entourage this past fall, not knowing it would be his last trip to Hershey.

Always exhibiting proper social graces, rarely without coat and tie and never neglecting to proffer a thank you note, his manners would make any mother proud. These traits along with his detailed organization skills, character and honesty carried into his many business dealings as well. It would be fun to hear some of your favorite Dave

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lapse while playing one of his concertos, had dizzy spells and grew irritable and uncoordinated. To ease his pain, George would lie down in a darkened room with a towel against his head. Medical checkups could find nothing wrong.

In June, his symptoms grew worse, and in early July he fell into a coma. Too late, doctors discovered a brain tumor. George Gershwin died July 11, 1937, only 38 years old.

"The whole course of American music would have been so different had he lived," Tilson-Thomas says. "His music was ever more assured and daring, and he would have brought along such a big audience with him on his voyage of discovery."

Ira never fully recovered from George's death, often going through George's unpublished melodies, Feinstein says, "hoping to find another Gershwin hit because he wanted his collaboration with George to continue."

And so it has: seventy-eight years later, the Gershwins's music is here to stay.

More David Kotz

(Continued from page 12)

Kotz stories.

David passed away on Thursday, February 5, 2015 at the age of seventy-one and is survived by his brother Steven Kotz, and special friend Patty Alexander.

You will be missed.

Editors note: David Kotz was a member of a number of car clubs, including the LCOC, the Cadillac-LaSalle Club and the Classic Car Club. A true car guy, I don't think that there was ever a car made that he couldn't talk about with some degree of knowledge. Automobiles were his passion. We thank Duane Warren of the Cadillac LaSalle Club for this tribute to David.

More Mark

able the flow-through ventilation to function. The power antenna sits on the left rear fender while the self-dimming headlight electric eye is mounted on the left front portion of the cowl. He picked up his totally refurbished Lincoln in March 2004 and, once settled in place behind the two-spoke tilt steering wheel, drove it home. Although the speedometer can record speeds up to 120 mph and Mr. Goins has no doubt that his car can achieve that speed he, personally, has never approached it. "I'm a cruiser," he explains, "not a speeder." He does say that the faster the car goes, the smoother the ride. The car virtually floats on a 117.2-inch wheelbase.

Typical of most luxury cars of the day, Mr. Goins' Lincoln is equipped with power door locks, power windows, power steering, power brakes and a power antenna. Mr. Goins remains as infatuated now with the Lincoln Mark III as he was 38 years ago when he first saw it and has his stepfather to thank for his good fortune. "It's been a gratifying experience," he says.

For Sale



Just in time for the Spring driving season

1977 Lincoln Continental Mark V for sale. 18,000 miles, two owners, \$15,500. Fresh, quality, repaint in original Dark Cordovan Metallic; matching leather interior. Undercarriage and engine bay are super clean, portions repainted. All bright work is straight, smooth, polished, beautiful. Everything works including the clock that keeps time and ice cold A/C from original unmodified R-12 system. New tires, belts, battery, complete true dual exhaust, much more.

The full story with pictures can be found on thelincolnforum.net at <http://www.thelincolnforum.net/phpbb3/viewtopic.php?f=15&t=46235> Please call Perry Bush at 920-205-1295 or email pab1063@new.rr.com

You May Be Interested in these Items for Sale

The space on these two pages is provided as a service to our readers who wish to place ads for automobiles, parts and other treasured parts that they wish to find new homes for. In an effort to keep our pages fresh, we will publish your ad for a period of three (3) months.

After that period of time, we will delete it unless we hear from you that you wish to have it continue for another three issues.



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.

1957 Lincoln Capri 2dr, complete, needs total restoration, inside storage for years, \$2,500? Or good offer, more info & pictures, email-bwfreiberg56@yahoo.com

For Sale: 1948 Lincoln Continental Coupe. Rebuilt and balanced V12 engine. New dark green paint. All chrome replated. New tires. New brakes and exhaust system Radiator and gas tank reconditioned. Trunk carpeted. The Lincoln has a good working overdrive unit and runs and drives as new. Lots of extra parts with car. \$14,000.

Call Ted Anderson at 763.561.8143



Northstar Region grille badges are now available.

To obtain yours, contact Harvey Oberg at 651.739.9754

For Sale: 1993 Lincoln Continental **new** air suspension pump. \$125 Identifying numbers on unit are 3B484; F20C; 9B2G; and E90Y-5319-B call Don Peterson, Winona, MN 507.454.3010, 507.429.0476 or (office) 800.657.4422.

Preview of Coming Events

- March Sunday Brunch, Sole Mio Ristorante, Woodbury, March 15, 11:30AM
Board Meeting at Morries Ford Lincoln, Thursday March 12 at 7:00 PM
- April Sunday Brunch, April 12, Dangerfield's Restaurant, 1583 1st Ave E, Shakopee,
at 11:30 AM *Board meeting at 10:30 AM*
- May 7th Annual Memorial Day weekend car show, Morries Ford Lincoln,
Minnetonka, MN Saturday, May 23, 10:00AM to 2:00PM. Board meeting at 1:00 PM
- June Saturday, June 27th, 50th Wedding Anniversary, Mary and Bob Johnson's home, Shafer,
MN. Just come and enjoy the moment, food and refreshments will be served under a
tent. Our family, friends and the North Star Region members are invited to this grand
celebration. We will have a special area for Lincoln parking.
Board Meeting at Morries Ford Lincoln, Thursday June 4th at 7:00PM
Eastern National Meet, June 10-14, 2015, at Concordville, PA 10,000 Lakes Concours
d'Elegance, Sunday June 7, Excelsior Commons on Lake Minnetonka, 10 am to 4 PM.
Car classes thru 1971, information at www.10000lakesconcours.com
MSRA "42nd BACK TO THE 50s", June 19-21, 2015, Minnesota Fairgrounds, St Paul
- July 12th Annual Outstate Classic Lincoln Car Show, Saturday, July 18, Sioux Falls Ford
Lincoln, Sioux Falls, South Dakota. 10 AM to 2PM. Board meeting at 10:30 AM
- August LCOC Mid America National Meet. Hosted by the LCOC. August 6-9, 2015. All
Lincoln owners are invited to participate. LCOC will have Judging and Exhibition
non-judged classes. See Bob Johnson's column for all the details.
Driving tour on way to Lincoln Museum event, we will visit the Pontiac Motor car
museum, in Pontiac, Illinois on Tuesday, August 6th, then tour south of Chicago to
Kalamazoo, Michigan.
Board Meeting at Morries Ford Lincoln, Thursday August 13 at 7:00PM
- September 8th Annual Luther North Country Lincoln Car Show, Saturday, September 12,
10 to 2 PM
- October Annual North Star Potluck and Action at Morries in Long Lake, Sunday October, 4,
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

Mark this date: **Sunday, March 15, 2015.**



Join your friends for Sunday Brunch at Sole Mio Ristorante, 1750 Weir Drive, Woodbury, MN.
Phone (651) 789-3220

Sole Mio Ristorante is located in Woodbury, Minnesota at Vally Creek Mall. Sole Mio Ristorante focuses on the Italian custom of dining with family and friends. The menu reflects Chef Angelo Montes' Italian roots and philosophy of serving traditional and contemporary Italian cuisine along with steaks and seafood highlighting the old world flavors of the Mediterranean.

They will be featuring classic American options along with Italian favorites. Items include egg dishes, sausages and bacon, sea food, pizza, pastas, fresh baked breads, salads, fresh fruit and pastries.

Plan on joining your friends at this great March event.

Please reserve **Saturday, April 25** for the CCCA Annual Garage Tour. This is always a great opportunity to spend a April Saturday with your friends checking out some of the very best classic car collections in the entire upper Midwest. Full details will be in our April issue.



It is time for April flowers and Spring Showers, but not on **Sunday, April 12**, when we are at our Sunday Brunch at 11:30AM at Dangerfields Restaurant, 1583 1st Avenue East in Shakopee, MN.

It has been a long while since the North Star Lincoln Club has been there, and it is time to return. The weather will be good, it will be warm and sunny and perhaps nice enough to take one of your classic Lincolns out for the day.

Sun Newspapers rated Dangerfield's amongst the top restaurants in the Twin Cities area. Word has it that their brunch menu is quite extensive, with great choices for everyone. Come on out and enjoy the day with your friends from the Lincoln club.

Prior to the brunch, there will be a North Star Board Meeting at 10:30 AM