

# NORTHSTAR NEWS

## Our Pride and Joy

Back in October 2001, I wrote about how we obtained our 1989 Lincoln Mark VII custom convertible. This article is to bring you up to date on the fun and enjoyment we have had with this convertible the past four years going to LCOC events. We have just returned from San Antonio, Texas, where we attended the LCOC 2004 Mid-America National Meet, this past September.

We drove to San Antonio, 2900 miles round trip. The greatest thing I have found with this car is that people don't believe it is a convertible unless the top is down. Once they realize that it is a real convertible, they always ask where it was done. Most Lincoln enthusiasts realize that Lincoln has not had a convertible since 1967. I'm grateful to Don McCullen, Coach Builders Limited LTD, High Springs Florida, for

designing and fabricating this convertible. Coach Builders converted about 130 Lincoln Mark VII (105) and VIII's (25) from 1984 to 1998. The car is reinforced structurally, and actually rides and handles better than our other 1989 Lincoln Mark VII LSC. The inside of the convertible top has a full headliner and a layer of insulation that quiets wind and road noise remarkably well. When sitting in the car it does not look like a convertible because of the cloth headliner covers up the supporting top rails, the only giveaway is the large rear plastic window. A glass window of this size would not fit in the top well.

The end of this story is that we won 1<sup>st</sup> place in Senior Class 308 for 1980 to 1992 Lincoln Continentals, Marks, Town Car,

*(Continued on page 2)*



Bob and Mary Johnson, with their 1989 Mark VII

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

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

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

## *Our Pride and Joy ..... continued*

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and Town Coupe, and then won the Robert H Davis Trophy for Best of show in Class 308 and 309, named in honor of three-time LCOC President, this perpetual trophy was established in 2000 and is awarded to Best Senior 1980 or newer Lincoln. Now that I have let the cat out of the bag, I will try and fill you in on where we went and the fun we had while attending these car shows over the past four years.

Our first LCOC meet was the Millennium 2000 Mid-America National Meet, in St Louis, Missouri, in September. This meet had five days of activities; we didn't know any better so we went for the whole works. We had two highlights in St Louis, a primary 2<sup>nd</sup> place plaque and we were selected as one of 30 cars from the different decades to parade on the ball field at Busch stadium before a Cardinals Baseball game, in our 1989 Mark VII convertible with the top down. We also went to the top of the Gateway Arch, and toured the Bowling Hall of Fame. Would you believe at that time I was into Bowling more than Lincolns.

The Second LCOC meet for Mary and I, was 2002, here in Minnesota, at Red Wing. I was privileged to be Meet Chairman, I was the rookie and with the help of everyone in the region we had a GREAT MEET, with over 120 cars in attendance. Our Convertible again won a primary 2<sup>nd</sup> place plaque and our 1969 Mark III won a primary 3<sup>rd</sup> place plaque. As I met and made many friends it became apparent that this was a Club where you could find out anything you want to know about Lincolns and food was one of the main activities at these meets. After this meet, we removed the after market Pioneer CD player and replaced it with a correct radio for a 1989 Mark VII. The judging points deducted made it not worth keeping in the car, especially when you have top down and can't get the benefit of all the sound. The worst point deduct was for having bugs on the radiator of the Mark VII. All the other cars we have you can't see down in front of the radiator, so I never cleaned it. The radiator has been cleaned ever since.

In June, 2003 we attended the 50<sup>th</sup> Anniversary of

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*Trivia from the Internet.*

*3M - A History of Innovation...*

*3M was founded in 1902 at the Lake Superior town of Two Harbors, Minn. Five businessmen set out to mine a mineral deposit for grinding-wheel abrasives. But the deposits proved to be of little value, and the new Minnesota Mining and Manufacturing Co. quickly moved to nearby Duluth to focus on sandpaper products.*

*Years of struggle ensued until the company could master quality production and a supply chain. New investors were attracted to 3M, such as Lucius Ordway, who moved the company to St. Paul in 1910. Early technical and marketing innovations began to produce successes and, in 1916, the company paid its first dividend at 6 cents a share.*

*The world's first waterproof sandpaper, which reduced airborne dusts during automobile manufacturing, was developed in the early 1920s. A second major milestone occurred in 1925 when Richard G.*

*(Continued on page 4)*

## *Editors Message*

October was a month of passages for many of us. Northstar LCOC lost a good friend with the passing of Rod Johnson, of Albert Lea, MN. Many of you got to know Rod Johnson and his good friend Jeanine Wietzel, as they were regulars at most of our monthly events. Please pay special attention to the separate article on Rod elsewhere in this issue.

After working for about 40 years for one of the Federal Agencies at Ft. Snelling, I came to the conclusion that many of my viewpoints were now much different from some of the senior management that I worked for. As the difference in my retirement would be only slightly different by staying longer, I felt it best that I retire and move in other directions, so to speak. A long time friend operates a firm that specializes in solutions for those firms that are "telephonically challenged" has asked me to help him out, and I have agreed to do so. Now comes the pitch... If you know of a firm that needs a new phone system, please let me know as we would love to supply you with very competitive quote on the latest state of the art equipment. If you have an older legacy system, perhaps we can help there too. Lucent/Avaya equipment is our specialty.

Our Lincoln show at Coon Rapids Lincoln Mercury was very successful. Some new cars, some new members, and great weather made for one of the best days we could ask for. Pictures and more details further inside. I should have included a map with a little more detail as some of our members had a bit of a problem finding the show. I had forgotten that the East River Road turns into Coon Rapids Boulevard.

Our last event for the year will be a Sunday Brunch at Piccadilly's in Mahtomedi. Please check out the map along with the write up. Be sure to RSVP to Bob Johnson to make sure that we get enough room for those planning to attend. It also wouldn't hurt to cross your fingers for nice weather.

Please don't forget that we have Northstar Club Directors meetings the second Thursday of each month, with the exception of December. At the coming November meeting, we will be discussing possible events for 2005. We would appreciate your ideas for any ideas that you may have regarding what activities we should have for next year. If you have a favorite, please let us know and we will try to schedule it for next year. Also, if you have any geographical preferences, let us know those too. Some of our members would like to see more events in the Cottage Grove area, others would like Wayzata. Try as we may, it is hard to please everyone. It has been my personal observation though, that good, reasonably priced food, in large quantities satisfies most of us.

Last month, we had a story (authored by Faythe and Harvey Oberg) about the Zephyr meet over at Oshkosh, Wisconsin. We are sorry that we forgot to mention other club members attending that event. Rick Hickman, a longtime member from Des Moines, Iowa was there with his 1941 Continental Cabriolet and won "Best Continental" and the new "Drivability" award, as well as the "Gregorie award." Also attending was member Bruce Nichols of Madison, who also has a 1941 Continental Cabriolet, and Ron Goette, from the Twin Cities, who has a fine, original 1940 Lincoln Zephyr sedan. Again, we are sorry we overlooked the attendance of these folks in our reporting of the Oshkosh show.

Elsewhere in this issue is an article about the Woodhead auction that was held in September. Probably one of the finest Ford collections ever went over the block, with prices for the most part matching the quality of the vehicles. We thank Brian Carlson, Master Journalist, for this fine contribution.

It is now that time of the year for Marion and I to tuck the cars away for the duration. Let's hope spring comes early. Till next month. David, Marion and Alexander...

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*Drew, a young lab assistant, invented masking tape — an innovative step toward diversification and the first of many Scotch® Pressure-Sensitive Tapes.*

*One day Drew watched a painter spraying a car on which he had used gummed Kraft paper to cover up details he didn't want painted. However, when the painter attempted to remove the gummed paper, it stripped the paint away with it.*

*Drew promised the painter that he'd work on an adhesive which would leave a clean demarcation line. In time he produced a 2 inch wide masking tape with adhesive on each edge which he delivered to the auto painter. To quote the article: While testing Mr. Drew's first product. . . the painter watched it fall off as he was preparing to apply the second color of a two-tone car. The tape came loose because it was not fully coated with adhesive. It had only a 1/2" wide strip of adhesive along each edge, a money saving measure. The painter angrily told Mr.*

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## Monthly Director's Meeting

### BOARD OF DIRECTORS MEETING

October 14, 2004

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Harvey Oberg, Tim Purvis, Dave Gustafson, Bob Gavrilescu and Roger Wothe. Other members present were Gaye Purvis and Faye Oberg.

### DIRECTORS REPORTS

Regional Director Bob Johnson reported that the Coon Rapids Lincoln Show went well with thirty-two Lincolns and three other Ford products attending. The owner and manager were pleased with the turnout of club cars. He also reported that the San Antonio Mid America meet was not too well attended. Both Bob and Gordy Jensen won trophies.

Treasurer Harvey Oberg reported the treasury balance to be \$4,039.84 with all bills paid.

Membership and Publications Director Dave Gustafson reported the current paid membership stands at about one hundred forty. He is still looking for "My Pride and Joy" articles.

Projects Director Bob Gavrilescu reported selling two sets of Lincoln weather-strips this past month.

Technical Advisor Tim Purvis provided some winter storage hints for our antique cars: check the antifreeze, charge the battery, fill the gas tank and add stabilizer, check windshield washer for antifreeze washer fluid and roll down windows down slightly on cars with power windows to release pressure on the gears..

Activities: Our next club activity is brunch on Sunday 14 November at Piccadilly's in Mahtomedi at 11:30. Be there !!!  
2005 National Meet schedule: Mid America at Branson MO in May, Eastern Meet in

Ohio in July and Western Meet at Sacramento CA in September.

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

Respectfully submitted by Secretary Roger

### Automobile Acronyms...

ACURA - Asia's Curse Upon Rural America

AUDI - Another Ugly Deutsche Invention

BMW - Bought My Wife / Brings Me Women / Broke My Wallet

CHEVROLET - Can Hear Every Valve Rap On Long Extended Trips

DODGE - Drips Oil, Drops Grease Everywhere / Dead On the Day Guarantee Expires

FIAT - Failure in Italian Automotive Technology

HYUNDAI - Hope You Understand Nothing's Driveable And Inexpensive...

MOPAR - Many Odd Parts Arranged Randomly / Miscellaneous Oddball Parts Assembled Ridiculously

SUBARU - Screwed Up Beyond All Repair Usually

TOYOTA - Too Often Yankees Overprice This Auto

VOLVO - Very Odd Looking Vehicular Object

PORSCHE - Proof Of Rich Spoiled Children Having Everything

*(Continued from page 4)*

*Drew, "Take this back to your stingy Scotch bosses and tell them to put more adhesive on it." This ethnic slur regarding Scottish thrift may have been unjustified, but it eventually got him the stickier tape he wanted. The name "Scotch" has "stuck" ever since.*

*After development of masking tape in the 1920s showed just how gifted Dick Drew was in devising practical solutions to customer needs. But Drew was not one to rest on his laurels – or to neglect the ever-changing concerns of 3M customers. Naturally, then, Drew went straight to work when he learned that a St. Paul insulation firm needed 3M's help in devising a waterproof covering for the insulation batts that it was designing for railroad refrigerator cars.*

*While Drew was pursuing his research, he spoke with a fellow 3M researcher who was considering packaging 3M masking tape rolls in cellophane, a new moisture-proof wrap created by DuPont. Why, Drew wondered, couldn't cellophane be coated with adhesive and used as a sealing tape for the insulation*

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## Directors Message

By Bob Johnson

I'm sitting here writing this column and am thinking, where has Summer WENT! I guess when you are having fun and seeing so many friends, time really goes fast. Another year is almost done and what a great time Mary and I had with all of you at the Northstar Region events. We are looking forward to next year and again having fun and meeting many more of our Lincoln friends.

Saturday, October 9<sup>th</sup>, was fantastic for our last Lincoln car show for 2004. Coon Rapids Lincoln Mercury and General Manager Mike Hannan were great hosts. They provided dash plaques, door prizes (13" TV with DVD player and 5 cutlery sets) and advertising. We want to thank Mike and his staff for their enthusiasm and help. The weather was just great and the setting at Coon Rapids Lincoln Mercury was just as good as the weather. We had brunch at the local Home Town Buffet Store, The selections were many and the price very reasonable for all the great food we ate. The fall leaves were just about at their peak, which made it a beautiful drive. For Mary and I, it was one of the closer events to attend. The location was also close for Kevin and Karrie Wilson, and they brought two great cars, a 1961 Continental Convertible and 1973 Continental Mark IV. This was the first activity that new members, Fats Remmin, (1951 Lincoln), Golden Valley and Jim Taplin, (1957 Lincoln Premier), Champlin have attended and hope to see them many more times. Long time members Gary and Jen Plocker, Maple Grove, drove their 1965 Continental Convertible to the car show for our enjoyment.

The Coon Rapids car show had 35 cars. The Best of Show went to a 1948 Lincoln Continental Cabriolet Hot Rod, Ray & Jeanine Nelson, Princeton. The 2<sup>nd</sup> place for Best of Show went to a 1956 Lincoln Mark II, Jeff Eisenberg, Plymouth. The 3<sup>rd</sup> place Best of Show went to a 1970 Lincoln Continental Mark III, Tim & Gaye Purvis, Cot-

tage Grove. These Lincolns were from three different decades and were real beauties. Our Long Distance winner was Al Homeier, from Hudson driving a 1928 Lincoln Hot Rod. Jeff Eisenberg won the top door prize, a 13" TV & DVD player. Our newest car was a 2004 Lincoln Towncar, driven by Dave Gustafson, who takes the new Lincoln commercial to heart and "likes to travel well." Again, I would like to thank Mike Hannan, for inviting us to have a car show at Coon Rapids Lincoln Mercury; it was great weather, a lot of fun and a real nice Fall drive.

Mary and I did attend the Mid-America Meet in San Antonio, Texas, on September 23-26. This was the first time for our Mark VII Convertible to be judged in the Senior Class. We won 1<sup>st</sup> place award and the Robert H Davis Trophy for Best of Show, 1980's Lincolns. It was a small show for a National LCOC Meet, but we had a great time.

Our last activity for 2004, is a Sunday Brunch on November 14<sup>th</sup>, 11:30 AM, at Piccadilly's in Mahtomedi. We have been there before and had great food, fun and just a great time. Piccadilly's offers great food at reasonable prices, and has a private room for our enjoyment. Map is on back page. Please RSVP to me by November 10<sup>th</sup>, so they will know how many people to set the room up for.

At our November Board meeting we will be having further discussions on what our activities will be for the next year. If you have a favorite that you would like us to journey back to, or a new place that you think would interest the club, please contact any one of our board members.

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

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batts?

*In June 1929, Drew ordered 100 yards of cellophane with which to conduct experiments. He soon devised a tape product sample that he showed to the St. Paul insulation firm. Unfortunately, the sample didn't adequately solve that particular customer's problem. But the sample definitely showed promise as an aid to packaging other types of products.*

*Drew kept working. It took over a year for him to solve the many problems posed by his materials. Cellophane could indeed work as a backing for pressure-sensitive tape. But it was difficult to apply adhesive evenly upon it. Also, cellophane split easily in the process of machine coating. But for each such challenge, Drew found an answer. He discovered that if a primer coat was applied to cellophane, the adhesive would coat evenly. As for splitting, special machinery solved that problem. Finally, Drew developed virtually colorless adhesives to improve the aesthetics of the tape.*

*On Sept. 8, 1930, the first roll of Scotch™ Cellophane Tape was sent to a prospective customer. That customer wrote back with the following sound advice for 3M: "You should have no hesitancy in equipping*

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## *Pride and Joy continued*

(Continued from page 2)

LCOC, Mid-America Meet at Dearborn, Michigan. This was the biggest meet yet. We won a primary 1st place plaque with our convertible. At this meet there was another Mark VII convertible, a 1992, done by Coach Builders. I never met the owner; he was busy working at the meet. The highlight of this meet was both Mary and I were able to tour the Lincoln Wixom assembly plant. After the Lincoln meet, we then attended the Ford 100 year Anniversary. There was over 3200 different Ford products on display, if Ford built it, it was on display, it was a once in a lifetime event. We had someone take a picture of us in front of Big Foot, the monster truck that started the monster truck craze.

We attended our 2<sup>nd</sup> National Meet for 2003, in Hickory, North Carolina, the Eastern National Meet, in September. We again won a primary 1<sup>st</sup> place plaque, and a Lincoln Trophy for Best Primary 1980 or newer Lincoln Mark VI, VII, or VIII. This was our biggest thrill yet in showing our car. At Hickory we were able to meet Bob Gilstorff, Onstad Michigan; he owns the 1992 Mark VII custom convertible we saw in Dearborn. We were able to tour Bert Huffman's V-12 Lincoln collection and every car was state inspected and ready to drive at moments notice.

This year as I already have written, we went to San Antonio. This was a small show for a National Meet, only 40 plus cars were judged. There still was a great selection of years and models. Winning the Robert H Davis Trophy was a big thrill as was winning the Lincoln Trophy. Judging was done in a three level parking ramp at North Park Lincoln Mercury, as rain from hurricane Ivan, second pass was forecasted. It did not rain, but with Ivan everyone wanted to be undercover.

At each meet we have made new friends. As we get to know more people from the LCOC Club, it is the people, not the Lincolns that keeps you coming back. The Lincolns are the main ingredient of the Club but the friendships are priceless. I can see why many members trailer their cars to these car shows. It requires a lot of work to clean a car up after driving it 1400 miles. Many members prefer using that clean-up time to able to visit and have fun in all the different cities these meets are held. It is great to see so many members attend meets without their Lincolns. This tells me that LCOC members are having fun and enjoying seeing old friends from other parts of the US and Canada. .

I'm now working on Mary to attend the Eastern National Meet in Independence, Ohio (near Cleveland) in July, and the Mid-America Meet in Branson, Missouri, in May.

Mary still wants a red 1965 Mustang convertible, but she is getting to like Black as in our 1989 Mark VII convertible. Our next goal is to see if we can win the Emeritus Award and Presidents (crystal) Trophy, have some fun traveling and make many more friends.

Since we have purchased this car we have put on 22,000 miles, 10,000 miles going to National Meets and 5,000 going to local car shows. Driving this car is a pleasure and a real head turner. People just can't figure out if it is really a convertible.

*Don't Forget  
November Brunch*

*Piccadilly's, November 14*

*See Attached Flyer*



*(Continued from page 6)*

*yourself to put this product on the market economically. There will be a sufficient volume of sales to justify the expenditure."*

*The customer's word proved to be a considerable understatement. Scotch cellophane tapes went on to become one of the most famous and widely used products in 3M history. Commercial enterprises used it for packaging. Farmers found it handy for patching cracked turkey eggs. Homeowners used it to repair toys and torn book pages. New uses continue to be discovered – and product sales continue to grow – up to the present day.*

*In the following years, technical progress resulted in Scotch® Cellophane Tape for box sealing. Drawing on expertise in bonding mineral grit to sandpaper, 3M brought out new adhesives to replace tacks in bonding upholstery, and sound-deadening materials for the auto industry's new metal-framed cars.*

*The roofing granule business (ceramic coated bits of rock) was developed in response to a need to make asphalt shingles last longer. In the early 1940s, 3M was diverted into defense materials for World War II, which was followed by new ventures, such as Scotchlite™ Reflective Sheeting for highway markings, magnetic sound*

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## Rod Johnson Passes...



Long time car collector, hobbyist, and Northstar LCOC member Rod Johnson past away on October 18<sup>th</sup>, 2004 in Albert Lea, MN. Rod was diagnosed with a malignant brain tumor

early this past summer, which did not respond to chemotherapy.

Rod was born, April 14, 1937 to Lavendar and Myrtle Johnson in Albert Lea. He attended schools in Albert Lea and graduated from Albert Lea High School in 1955. Rod served in the US Army from 1955 – 1959, the Navy from 1959 – 1963, and the Minnesota Air National Guard. On September 30, 1961, he was united in marriage to Naomi I. Imamoto in Honolulu, Hawaii. After discharge from the Navy, Rod and Naomi returned to Minnesota where he worked in various occupations including a body shop, Fountain Industries, among others. Rod was a very active member of First Lutheran Church and the Elks.

Rod enjoyed collecting and preserving older cars and was an active member of the Northstar Region. One of his favorites was a '48 Continental with a 1951 Chrysler Hemi installed under the hood. It was uniquely equipped with a special

intake manifold which enabled the use of 4 carburetors.

One of his other Lincolns' a 1946, was featured in our December 2003 issue. We will miss Rod and the twinkle that



Rod's 1946 Continental

he used to get in his eyes whenever he talked about old cars.

Survivors include children: Cheryl Foster of Houston, Texas, Bonnie Hunt of Tulsa, and Jeffrey Johnson, also of Tulsa; grandchildren; Ashley Cather, Alexandra Hunt, Nicholas Hunt, all of Tulsa, and Savannah Johnson of Oklahoma City; and Sister Marilyn and her Husband, Gary Loshman of Albert Lea. Rod was preceded in death by his wife, Naomi. Rod is also survived by his very special friend, Jeanine Weitzel of Albert Lea.

Over the past few years, many of you got to know both Rod and Jeanine at some of our monthly events. Please take a minute and drop a card or letter to Jeanine (Jeanine Weitzel, 203 Sheridan Street, Albert Lea, MN 56007), I am sure that she would appreciate hearing from members of the club.

Memorials are preferred to the First Lutheran Church, 301 West Clark, Albert Lea, MN 56007, or the Crossroads Community Hospice, 404 West Fountain Street, Albert Lea, MN 56007.



One of Rod's Favorites, '48 Continental

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recording tape, filament adhesive tape and the start of 3M's involvement in the graphic arts field with off-set printing plates.

In the 1950s, 3M introduced the Thermo-Fax™ copying process, Scotchgard™ Fabric Protector, videotape, Scotch-Brite™ Cleaning Pads and several new electro-mechanical products. Dry-silver microfilm was introduced in the 1960s, along with photographic products, carbonless papers, overhead projection systems, and a rapidly growing health care business of medical and dental products.

Markets further expanded in the 1970s and 1980s into pharmaceuticals, radiology and energy control. In 1980, 3M introduced Post-it® Notes, which created a whole new category in the marketplace and changed people's communication and organization behavior forever.

The 1990s set new sales records of more than \$15 billion annually. 3M continued to develop an array of innovative products, including immune response modifier pharmaceuticals; brightness enhancement films for electronic displays; and flexible circuits used in inkjet printers, cell phones and other electronic devices.

Information from the Internet....

## *The End of a Era, The Woodhead Auction....*

*By B. Mitchell Carlson*

To say that John Woodhead is a Ford Guy is a gross understatement. His grandfather founded the Ford dealership in Brainerd, Minnesota in 1912, and in later years moved Woodhead Ford to Minneapolis (at 417 E. Lake Street), where it remained a family concern until the 1980's. In subsequent years, John became successful enough in other endeavors (most notably a partner with fellow car collector, the late Andy Darling, in Park National Bank) to start to accrue a collection of Ford cars. This evolved into his personal museum (which in the last few years was available to car clubs by appointment), assembled to show the progress of the automobile, with the Ford as the example. As such, his collection encompassed the first 99 years of production, starting with the 300<sup>th</sup> car that the Ford Motor Company built, to one of the pilot production 2002 T-Bird's. In between was the highest quality collection of Fords ever amassed, with an emphasis on open and convertible cars, but with representation of some of their most significant vehicles. While almost all of the pre 1960's cars were either purchased as superbly restored cars or were restored for John to the highest levels, most of the cars from the 1960's on were low mileage originals or cars that he specifically purchased new for the collection. Indeed, when Ford Motor Company celebrated their Centenary last year, they specifically borrowed his 1986 Taurus and 1991 Explorer for their 12 "Heart and Soul" most significant cars display, because they couldn't locate anyone else who had either model as a new and unused car. The Towe collection may have had him beat in sheer numbers, but no one collection of purely Fords surpassed the level of quality. The "beater" of the collection was a 1951 Victoria 2-door hardtop, in all-original #3 condition.

Having enjoyed the thrill of the hunt to

amass the collection, his personal interest in the museum had started to wane, plus demands of his banking business made him decide to sell off the collection at no reserve. Additionally, when I talked with auctioneer Dan Kruse before the sale, he indicated that John had also tired of accommodating the numerous car clubs that had visited the collection over the last few years. As with most successful businessmen, he keeps a rather tight schedule, and didn't have much patience for some of the clubs which indicated that would be at the collection at one time, then show up late. Based upon the times that I visited the collection with our chapter, I felt that we were timely, but perhaps some of the others who had visited weren't. In defense of those, I would only offer that, since my impression of a long road trip in a car from John's collection, would be if the enclosed transporter wouldn't drop off one of his cars on the concours grounds but rather had to park and unload in a parking lot, that those of us who actually DRIVE our collector cars on such tours don't always have the luxury of everything going right all the time. Break-downs and ensuing delays can and do generally occur.



Above, one of the early Fords for sale

Kruse International handled the sale most professionally, and even they were impressed by the superb quality of the cars. Dean Kruse spoke for the whole

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## Woodhead Auction Continued..

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of the Kruse contingent, when he said “while we handle a great number of collections that have some cars of this caliber, we have never sold a collection where every car is this outstanding”. Transgressing from a great quantity of cars being sold two weeks previous to a few superb quality cars on this day, Kruse didn’t need to work the smaller group of bidders, who definitely meant business, very hard. What they didn’t have in numbers of bidders they made up for in desire to bid on the cars. When the dust had settled, John’s 52 cars (not to include his 2 horse-drawn carriages and a last-minute no-reserve consignment of a 1927 Model T depot hack from a friend of his) had changed hands to the tune of \$2,677,450. Factoring in another \$96,450 for the other items, and this comes just shy of a \$3-million dollar sale (actually more than that when the buyer’s fees are included), making it highly worth the effort for Kruse to come up to the Land of Sky Blue Waters.

If any trends can be drawn from this, it’s that the best of condition cars continue to defy the price guides and general accepted values. While the 1934 Brewster town car represented a good value for the quality of the vehicle (records on the car indicate that John spent \$272,000 on the restoration), it wasn’t until we got into the cars of the 1970’s through the 1990’s that any “good deals” became available. My “pick of the sale” was perhaps the best “bang for the buck”, the 1962 Fairlane. While most collectors will bemoan that it has “two doors too many”, this was in superb low mileage unrestored condition, having only been heavily detailed upon being added to the collection. After the sale, the new owner was absolutely ticked pink, and couldn’t wait to show it on the AACA circuit, along with the 1978 Pinto that he also bought there. Not unlike the winnowings from the Harrah’s collection two decades previous, this Fairlane and the others now have the provenance of being a “Woodhead car” for future years within Ford circles, and I, for one, was glad to have been able to experience this collection and sale first hand.

All items offered were declared sold (55 vehicles, 48 lots or items of collectibles, 6 lots of general business items). Pricing listed does not include buyer’s fees (10% on vehicles, 15% on automobilia)

Our thanks to Brian Carlson for his coverage of the Woodhead Auction.

## Coon Rapids L/M Car Show

The weather truly made the day. Our car show at Coon Rapids Lincoln Mercury was a success by all measures. The show, October 9<sup>th</sup>, saw 35 Lincolns of all ages from a 1928 with modern power to your editors’ 2004 Town Car. (One of these days we will get our 1951 Cosmopolitan running properly) We were not, however, without 51 Lincolns, as Al Longley brought his extremely fine, low mileage Cosmopolitan and “Fats” Remmen came with his baby Lincoln. Between the three of us, we must have the Twin Cities market cornered for 51 Lincolns. This was the first event for member Fats Remmen. Another first timer was Jim Taplin who brought a 1957 Premier, a long black beauty. We look forward to seeing both Fats and Jim at future shows and events. Gary and Jen Plocker, drove over from Maple Grove with their 1965 Continental Convertible. Their 1965 is finished in a beautiful red, and attracted much admiration.



Jim Taplin’s 1957 Premier Sedan

Lunch was buffet style over at the Town Buffet in Coon Rapids. Lots of selections, modestly priced, and the ability to return for seconds worked well for us professional eaters. There was some rumor circulating that they may raise their prices if we return next year. Many of the trees in the area were changing their colors and with temperatures in the low 70’s made for a great day to be out of doors at a car show. It just had to be one of the best days this year.

Other notable Lincoln’s in attendance included Kevin and Karrie Wilson, owners of a 1961 Continental Convertible and a 1973 Continental Mark IV. The best of show went to a 1948 Continental Cabriolet custom, featuring modern running gear, brought down from

*(Continued on page 10)*

## Storing your Classic for the Winter

With the wintry winds just around the corner, followed by much cold and snow, it is time to think about properly storing your classic for that period of hibernation. Just as the bears make sure that they are well fortified for the next 6 months ahead, your classic should be also well protected against the same winter ravages.

Check the antifreeze. Cheap and reliable testers are available everywhere which allow you to instantly know just how cold you can go without engine and radiator damage. There should be no excuse for a frozen block.

Check the windshield washer fluid. Make sure that you have enough of the “purple” stuff so it does not freeze and damage either the container or pump. Containers and pumps for many of our classics are expensive and hard to find.

Check the tire pressure. Adding a few extra pounds of summer air will also to prevent freezing.

Check the battery. Batteries for our older cars are expensive. Make sure it is fully charged and either remove it from your vehicle and store inside, or at least disconnect the negative battery cable. (or if you have an older Ford product, the Positively grounded cable.)

Always store your car with a minimum of a half tank of gas to avoid the tank from rusting on the inside. It is expensive to remove a tank and clean it out. Keeping a full tank will help prevent this problem.

Change Oil and Filter. It's important to put fresh oil and a new filter in the car. Otherwise, contaminants in the old oil will have a field day corroding the insides of your engine. You also might want to bleed out your brake cylinders and fill with fresh brake fluid. Brake fluid collects water and older fluid with water will damage those cylinders over time.

If you have to store your car over a “dirt floor”, it is recommended that you put down a 20X30 ft tarp and park the car on top of it. Then cover the car with a car cover put another tarp over the car and secure it well. Moth balls are optional.

Power windows should be lowered slightly to release the pressure and avoid possible damage from the expansion and contraction of the window motor gears.

Our thanks to Club Members Tim and Gaye Purvis.

## Coon Rapids Car Show Contin-

(Continued from page 9)

Princeton by Ray and Jeanine Nelson. Second place, best of show, went to Jeff Eisenberg from Plymouth. Jeff owns a 1956 Mark II. Third place best of show went to Tim and Gaye Purvis from Cottage Grove, owners of a 1970 Mark III.



Gary and Jen Plocker own this 1965 Convertible



Bob Johnson and Mike Hannan

The long distance award went to Al Homeier, who drove over from Hudson, WI with his 1928 Lincoln, an unusual car, featuring current V8 power, and undergoing restoration. Great door prizes were furnished by Mike Hannan, General Manager of Coon Rapids Lincoln Mercury, and included a 13 inch TV and DVD player and six kitchen cutlery sets. The club wishes to

(Continued on page 11)



## More Coon Rapids Car Show

(Continued from page 10)

thank Mike and his staff for inviting us to their store. We all had a great time and we all hope that we can return to Coon Rapids L/M next year.



Al Homeier's 1928 Lincoln "Hot Rod"



1978 Mark V belonging to Bob Roth



Lincolns and more Lincolns

Our thanks to Jay White for some of these pictures.

## The Windshield Wiper...



Mary Anderson

In 1903, it rarely occurred to anyone that rain on a moving vehicle's windshield was a problem that could be eliminated. It was something drivers simply accepted and dealt with in their own ways, usually by stopping every once in a while and manually scraping off the windshield moisture that was causing them to see poorly while they were driving. A young woman named Mary Anderson changed all that with her invention of the windshield wiper, an idea that leapt into her mind as she traveled from Alabama to New York City. Little is known about Mary Anderson, except for the incident that inspired her infamous creation. When Anderson got to New York, the weather was rather sloppy, and she saw drivers constantly stopping their cars and getting out to remove snow and ice from the windshields. Anderson decided this method could be improved. She began to draw up plans for a device that could be activated from inside the car to clear the windshield.

The following year, in 1904, Anderson applied for a patent for a swinging arm with a rubber blade. The device consisted of a lever that could be operated from inside a car by the driver. The lever caused a spring-loaded arm with a rubber blade to swing across the windshield and then back again to their original position, thus removing droplets of rain or flakes of snow from the windshield's surface. The patent for the device was issued in 1905. Similar devices had been made earlier than Anderson's was, but hers was the first that actually worked. Additionally, the device could be easily removed if so desired, after winter was over. At the time she applied for her patent, cars were not very popular. Henry Ford's Model A automobile had not even been manufactured yet, and he would not create his famed Model T vehicle until 1908. Anderson, meanwhile, was teased and laughed at by many people because of her idea for the windshield wipers. Many felt the movement of the windshield wipers would distract the drivers. However, that laughter did not last long. By 1913, thousands of Americans were driving their own cars, and mechanical windshield wipers were standard equipment. Now, a century later, it's almost impossible to imagine what drivers would ever do without windshield wipers.

Information from the Internet.....

## *Stuff for Sale....*

### For Sale:

8 each Turbine style wheels and 10 center caps for the big Lincolns of the 70's. P/N D8LC 1007 AWB, 15 inch diameter, 6 inches wide. Five bolt, 5 inch circle pattern. Will also fit Mark's III, IV and V's. Two of the caps do not have emblems. \$40 for each wheel and cap combination. Your choice, first come first served.

Contact Jim French at 651-451-6730



Lincoln Turbine Wheels

### Just in time for Winter....

2 - 225X60Rx16 Blizzak Snow Tires. Mounted on Mark VIII Wheels.

All yours for \$150

Call Tim Purvis at 651-459-6176

### For Sale

1946 Continental Convertible, Green  
1948 Continental Convertible, Yellow  
Call Dennis Stedman 763-856-2414



For Sale: 1976 Mark VI - One owner, always garaged. Excellent condition. Only 11,000 on new engine. Sun-roof - White on White. Fairly priced at \$8,995  
Call Emma at 952-895-1181

## *Great Lincolns Now For Sale...*

Ron Fenelon, club member is moving to a new lake home in Alexandria, MN and needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. \$7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,000

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

1988 Mark VIII LSC. Burgundy Metallic with matching perforated leather interior. Full power with sun roof and power antenna. 5.0 HO engine, 16inch alloy wheels with Michelin XGT-4 tires. Recent top end overhaul due to coolant leak, and recharge with R-134A in A/C. New water pump and tune up. A couple of minor rust spots at left rear side marker light. Would be an excellent daily driver. 85,400 miles \$2,950

Call Ron Fenelon at 815-624-4014 or email [lincoln-sareus@charter.net](mailto:lincoln-sareus@charter.net) for more details on these Lincolns



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



### For Sale:

1976 Mark IV, Bill Blass. Dark Blue, with tan trim. Absolutely spotless, with factory tinted moon roof. All accessories work, air blows cold. Truly must be seen to be appreciated. This is an original condition Mark with only 51,000 miles. Priced to sell at \$6,595. Call member Mike Doran at 952-926-5841.

For Sale: Nice 1971 Mark III, 98K miles, same owner for 25 years. Light butterscotch color, brown top and interior. \$3,300 to a good home. 320-220-0844, near Willmar, MN  
For Sale: NOS in FoMoCo boxes, Two 1961 Brake drums. \$55 each. 320-796-5819, Spicer, MN email: darkside-manor@tds.net..

Wanted Good brown tone interior for 1956-57 Lincoln coupe. Francis Kalvoda, Willmar, 320-235-5777 or Email fjk@charter.net



1991 Mark VII LSC Bill Blass Special Edition. Great looking car. 116K miles, \$6,995. Well cared for. Call Denny at 651-777-2433

### One of the Best.... Now for sale.

1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking \$8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.

Call Tom Brace at 651-644-1716

### WANTED

Custom trunklid with simulated wheel hump that will fit a 1977 Lincoln Continental (not Mark). Some Limos had this style trunklid. If you have a lead on one of these, please call Francis Kalvoda, Willmar, Mn., 320-235-5777 or email fjk@charter.net

### FOR SALE

1966-1977 DeLuxe Radio, AM/FM Signal Seeking, all rebuilt and ready to play your favorite stations. \$100  
Call Harvey Oberg today, 651-739-9754

### FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000  
Call Wendy Norine, Litchfield 320-693-2990

### —1956 *Mark II*—

Available now, 1956 Continental Mark II, 25,000 mile original. Purchased twenty five years ago from the widow of the original owner. Maroon exterior with matching leather interior in good original condition. Please call Cal Fercho at 701-237-6313



For Sale: Very nice, very clean 1996 Cartier Town Car. Assembled in Michigan for export to Canada for executive use. Has unique Daytime Running Lights. Second owner now wishes to sell. 71K miles. \$7,500. Please call Harry Anderson at 612-869-2359 for an opportunity to own this fine car.

# *Preview of Coming Attractions*

The following include scheduled club events

November      End of year Brunch, Sunday November 14th, Piccadilly's in Mahtomedi.  
11:30 AM. Great service and food. Reasonable prices. Private room for  
the club. Map and more information on back page.

December      No club activities planned for December. You are on your own. However if you crave  
companionship of other Lincoln owners, call up one of your friends in the club and take  
them out to lunch. As an alternative, you could take your wife out for lunch. Also plan  
on buying her some good tools to put under the tree. Take some time and write an article  
for the newsletter. And if you really want to feel good, buy some dog treats and drop  
them off at your local animal shelter.

January      Sunday Brunch. Location to be determined.

February      Event in planning stage. Brunch or possible evening potluck with the Classic Car Club.

March      Sunday Brunch. Location to be determined.

April      Good Weather Returns. Get the Cars out of the Garage. Sunday Brunch.

May      Whitakers All Lincoln Car Show.

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

BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE NORTHSTAR  
LCOC WEB SITE. [www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications. Issues are in PDF format  
and may be printed on your color printer.

SUNDAY, NOVEMBER 14, 2004

LAST EVENT FOR 2004

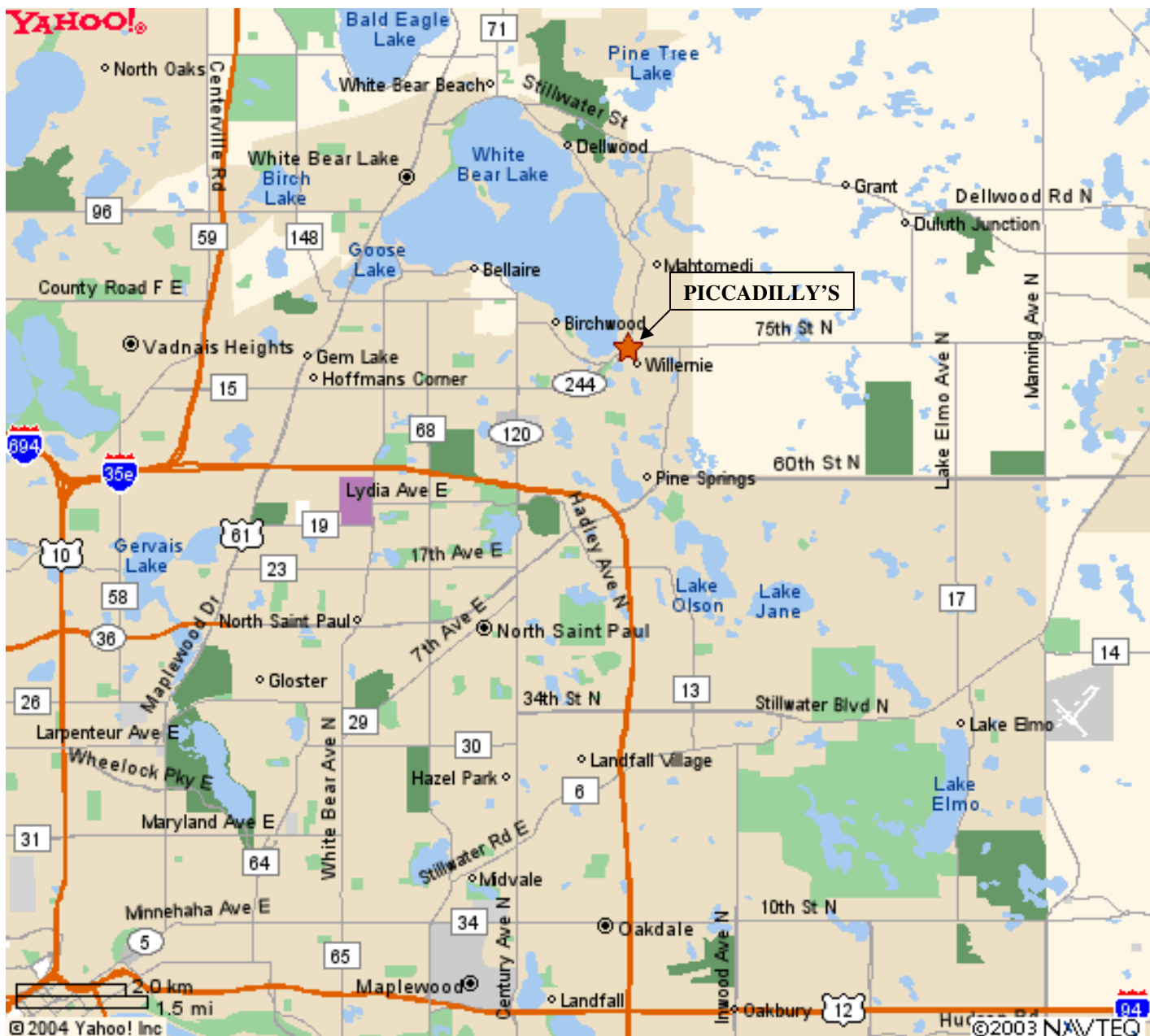
BRUNCH AT PICCADILLY'S

11:30am

70 Mahtomedi Avenue,  
Mahtomedi, MN 55115  
Phone 651-426-3455

GOOD FOOD, GREAT PRICES  
YOU WILL GO BACK FOR SECONDS

RSVP BOB JOHNSON  
651-257-1715  
BY NOVEMBER 11TH



SUNDAY, NOVEMBER 14TH, 11:30 AM  
 NOVEMBER BRUNCH - LAST EVENT OF 2004  
 PICCADILLY'S RESTAURANT  
 70 MAHTOMEDI AVENUE, MAHTOMEDI, MN.

Good food, low prices, great service. Last club event for 2004. RSVP to Bob Johnson by November 11th, so we can have enough room for everyone. Looking forward to seeing most of you there.