

NORTHSTAR NEWS

My Pride and Joy



Bill Holaday's 1959 Lincoln, a Sweet Dream.

A few years ago (actually it was 8 years!), I wrote an article for the Northstar News about my '59 Lincoln. I had gotten it out of barn storage, and talked about getting it operational again. As I described, my dad bought the car in 1960 when I was 9 years old, and it was the first car I ever drove. But, after being driven 286,000 miles, mostly through Illinois, Ohio, and Wisconsin winter salt, then sitting for another 15 years in my dad's garage, before being put in barn storage by me for another 20 years, it was in tough shape. I sent some pictures of how it looked when it came out of storage, and what it looked like after I cleaned it. I said I would pass along word of progress, if any was made.

First of all, anyone who takes on a project of restoring an old car, should realize that there are a lot of highs and lows. I think Peter Egan, in a column for Road & Track magazine, captured it pretty well when he described the process in 5 steps. If my memory is correct, he said that step 1 is that initial high point when you clean up the car, and start to make plans. Step two is disassembly. Not so much fun, and it creates a no turning back situation. He said that you also discover cars take up much less space if you don't disassemble them! Step 3 is the hard part where all the work gets done, and many projects get abandoned. That's where I am. Step 4 is where the car gets partially re-assembled, and begins to look like a car again, and step 5 is the completion.

So, I did make some progress since I wrote last, but not enough to make it

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

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Board Of Directors - 2015

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2017
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2016
Treasurer	Harvey Oberg	H(651)739-9754		2015
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2017
Director	Bob Roth	H(763)475-1429		2017
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2015
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net	2015
Director at Large	Dennis Owens	H(612)269-6482		2016
Director at Large	Richard Eilers	H(218)393-5747	dickido@aol.com	2016
Sunshine Secretary	Faythe Oberg	H(651)739-9754		

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.

Bill Holadays Pride and Joy continued

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anywhere near operational. That said, here's an update of what I've done over the past 8 years, and what I plan for the future.

When I wrote the article, I had just purchased a complete rolling body out of California. This came about because I had been talking about my car with one of my dealers, and through that conversation, he gave me a name of someone he thought could help fix it up. I contacted him, and no, he didn't do that kind of work, but he referred me to Dick Lorntson at Precision Frame & Alignment in Elk River, MN. Dick came to my home, to look the car over, and said that it would be a lot easier to fix if I could source floor pans and rocker panels. Through Hemming's Motor News, I found a company in California that had old Lincoln sheet metal. They had a good '59 body, and after some discussion, I offered to buy the whole rolling body rather than have them cut out what I needed.

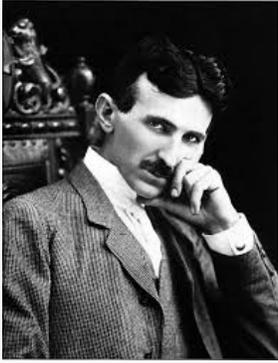
That began the first of my lessons in restoring an old car: Everything takes way longer, and costs way more than you plan. When I agreed to buy the body shell, I thought it would then get shipped, and I'd have



The rough stuff well under way, the engine will be removed soon.

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Trivia from the Internet



Nikola Tesla
Eccentric Inventor
1856 - 1943

Nikola Tesla was born on July 10, 1856, in what is now Smiljan, Croatia. Tesla's interest in electrical invention was spurred by his mother, Djuka Mandić, who invented small household appliances in her spare time while her son was growing up. Tesla's father, Milutin Tesla, was a priest and a writer, and he pushed for his son to join the priesthood. But Nikola's interests lay squarely in the sciences. After studying at the Realschule, Karlstadt (later renamed the Johann-Rudolph-Glauber Realschule Karlstadt); the Polytechnic Institute in

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Editors Message

October 2015

In case you haven't noticed, the days seem to be getting much shorter. Sunrise is after seven in the morning and sunset is before seven in the evening. We are still having fairly nice weather and there should be more than a few good weeks of nice fall driving before our nemesis, the gods of winter return, once again to torment us.

As I am writing this, worker bees are swarming all over the roof of our home, working feverishly to remove all of our old shingles and replace them. Olga is going crazy with all the activity going out there. It has been non-stop for about 9 hours and she is starting to settle down a bit. We are hoping that they will finish up with the shingles tomorrow, so Olga can enjoy a little peace and quiet. Daytime TV must be pretty bad, as our neighbors on the west side of our home were out there with their lawn chairs, watching the progress. Because of problems due to the way it was replaced in 1998 after a storm, and a partial repair about five years ago, it was now necessary to do it right once and for all. Along with the roof, we are going to replace the soffits, fascia and gutters. The painters will be following up after the roofers and give our home a fresh coat of paint to finish the job. Hopefully, we will get enough nice days in a row to make everyone's job easier and finish as soon as possible.

We had such a nice turnout for the North Country show. There were some very nice Lincolns there for the first time. There is more about this event further in the newsletter. For those who were unable to attend, we had a nice time and we will be looking for you next year.

We only have two more events for this year. Our annual potluck and auction at Morries conference center in Orono/Long Lake on October 11, and our year end brunch at Dangerfields in Shakopee on November 8th, both on a Sunday. We beseech (and you are the last person that I want to beseech) you to call Roger Wothe if you are planning to attend the potluck on October 11. All the details are on the back page. Please come, it will be fun and it really is our best attended event of the year.

So much about our club is the memories. The iconic Lincolns of years past do much to bring back and keep those good memories alive. Our feature story by Bill Holaday really serves to bring this out. Every time we see a older Lincoln, or for that matter any nice older car, it jogs our memory a bit, and we are transported back to perhaps a nicer time. Probably a time well spent with mothers and fathers or other close relatives engaging in some very pleasant pastime. Memories, family, good friends, nice older Lincolns, nothing can be finer.

Till next month, David, Marion and the Very Sweet Olga, the Samo-yed.



Sweet Olga at the North Country Lincoln car show. She had a great time meeting and greeting all the nice people in the North Star club. She is very proud to carry on the tradition of her grandma Faithie.

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Graz, Austria; and the University of Prague during the 1870s, Tesla moved to Budapest, where for a time he worked at the Central Telephone Exchange. It was while in Budapest that the idea for the induction motor first came to Tesla, but after several years of trying to gain interest in his invention, at age 28 Tesla decided to leave Europe for America.

In 1884 Tesla arrived the United States with little more than the clothes on his back and a letter of introduction to famed inventor and business mogul Thomas Edison, whose DC-based electrical works were fast becoming the standard in the country. Edison hired Tesla, and the two men were soon working tirelessly alongside each other, making improvements to Edison's inventions. However, several months later, the two parted ways due to a conflicting business-scientific relationship, attributed by historians to their incredibly different personalities: While Edison was a power figure who focused on marketing and financial success, Tesla was commercially

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Directors Message by Bob Johnson

October 2015



and auction.

We held our 9th Annual Classic Lincoln Car Show on Saturday, September 12th, at Luther North Country Ford Lincoln, in Coon Rapids, Minnesota. Changing the date of our Coon Rapids car show from October to September sure gives us a better chance at good weather, and this year it was perfect. We had 25 Lincoln's attend our car show, please check out the separate article in our newsletter.

Please RSVP Roger Wothe now, by calling or emailing, if you are going to attend our annual North Star Potluck and Auction, at Morries in Long Lake, on Sunday, October 11th, 10AM – 3PM. **This year we will be honoring Harvey Oberg, who is retiring from our Board of Managers and Treasurer after 32 year of dedicated service. Please join us on this special day for Harvey and Faye.** The car collection will be open for tours from 10AM to noon, and we will eat shortly after noon.

We do ask you to respect the RSVP process and contact Roger Wothe at 952.473.3038 or email rwothe@mchsi.com, with how many are coming and what item you want to bring to the pot luck to share. And there are certain items that the club must purchase and we want to be sure that everyone attending can be accommodated. Family and friends are invited, provided Roger knows how many are coming.

There will be an Auction, beginning about 1:30 PM, so please bring a Lincoln item to auction off.

As of now, there has been another change in our October Managers election and we now have **four** openings, Dennis Owens will not be renewing his membership in 2016 as he will be selling his beautiful 1979 Mark V, because he was able to buy his dream hot rod, an 1931 Red Ford all done and can't keep both. After our Board meeting at our Coon Rapids Lincoln Car Show, Jay White spoke to new member Eric Chinquist about running for Board position and he said yes. So now we have a fourth person to run and we have four openings, so why spend the postage on a election. I'm proposing to the Board on Managers that we have four people for four open Board positions and suggest they approve Dave Gustafson, Tom Brace, Matt Foley and Eric Chinquist for board positions by acclamation at our October Board meeting.

We have changed location for our November year end bunch to Dangerfield's in Shakopee, it will be on Sunday, November 8th at 11:30 AM. Dangerfield's has just about the best brunch buffet in the area and it is modestly priced at \$17. You are welcome to invite your friends to come along and join in the fun.

We are working on the 2016 activities schedule and have several great places to go to. If you have a nice place to recommend, call Jay White. We are invited to view Mike Fiterman's car collection this winter, look for details to come.

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

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

September 12, 2015

Regional Director Bob Johnson called the meeting to order at Coon Rapids Ford Lincoln at 1:00 pm. Board members present were Bob Johnson, Dave Gustafson, Harvey Oberg, Jay White, Dick Eilers and Roger Wothe. Other club members present were Mary Johnson, Faye Oberg, Ray Nelson, John Palmer and a host of others present for the car show. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the Annual North Star potluck and Auction will be at Morrie's facility in Orono, MN on Sunday, October 11. All those attending must contact Roger Wothe at rwothe@mchsi.com or 952.473.3038 to notify who is attending, names of their guests and what potluck items they are bringing by Monday, October 5. Morrie's museum will be open from 10:00 to noon with lunch and auction following shortly after. Bob suggested that the club provide shirts for Morrie's employees conducting the tour and a token for Morrie. November Year End Brunch will be at Dangerfields in Shakopee at 11:30 on Sunday, November 8. There will be a Board Meeting at Dangerfields from 10:30 to 11:30. A planning calendar for North Star Region will be in the *North Star News*.

Secretary Roger Wothe reported that three persons have been nominated for expiring Regional Board of Managers positions: Dave Gustafson, Tom Brace and Matt Foley. Current Board Member Dennis Owens will be retiring from the Board and new member Eric Chinquest has also agreed to run for the Board. No other nominations have been received.

Treasurer Harvey Oberg reported the treasury balance to be \$2,477.87 with all bills paid.

Membership and Publications Director Dave Gustafson reported the paid membership total to be one hundred forty-five with one new member this past month. He is still looking for "My Pride and Joy" articles.

Activities Director Jay White is planning an event for Maple Grove Days.

Projects: Regional Grille Badges and Regional lapel badges are available from Harvey Oberg.

There being no further business, the meeting was adjourned at 2:27 pm. The next Board Meeting will be at Morrie's Minnetonka Ford Lincoln Thursday, October 8, at 7:00 pm.

Respectfully submitted by Secretary Roger Wothe.

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out-of-tune and somewhat vulnerable.

After parting ways with Edison, in 1885 Tesla received funding for the Tesla Electric Light Company and was tasked by his investors to develop improved arc lighting. Tesla partnered with two businessmen in 1886, Robert Lane and Benjamin Vale, who agreed to finance an electric lighting company in Tesla's name, Tesla Electric Light & Manufacturing. The company installed electrical arc light based illumination systems designed by Tesla and also had designs for dynamo electric machine commutators, the first patents issued to Tesla in the US.

The investors showed little interest in Tesla's ideas for new types of motors and electrical transmission equipment and also seemed to think it was better to develop an electrical utility than invent new systems.^[47] They eventually forced Tesla out leaving him penniless. He even lost control of the pat-

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Pride and Joy continued

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ents he had generated since he had assigned them to the company in lieu of stock. He had to work at various electrical repair jobs and even as a ditch digger for \$2 per day. Tesla considered the winter of 1886/1887 as a time of "terrible headaches and bitter tears." During this time, he questioned the value of his education. His luck changed in 1887, when he was able to find interest in his AC electrical system and funding for his new Tesla Electric Company. Setting straight to work, by the end of the year, Tesla had successfully filed several patents for AC-based inventions.

Tesla's AC system eventually caught the attention of American engineer and business man George Westinghouse, who was seeking a solution to supplying the nation with long-distance power. Convinced that Tesla's inventions would help him achieve this, in 1888 he purchased his patents for \$60,000 in cash and

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it probably the next week. But in order to get it shipped at a reasonable cost, you have to shop around. That takes time, and in the end, you have to find someone who has an empty space on their semi on the way back from California. So the \$1,500 body shell becomes the \$3,000 body shell with shipping, and I can't remember how many months passed before I got it. The good news was that the body was even better than described.



After much struggling, the engine finally is free and is ready for rebuilding. Nothing is easy.

The plan was to cut out the floor pans, and rocker panels from the unrusted body shell, and weld them into my car. But before that could happen I needed to get the engine/transmission out of my car, as well as the interior. On September 28, 2007 my friend and co-worker Pat Cunningham and I removed the engine and transmission from the car. You can see from the picture that Pat did most of the dirty work! Sometime before that, my friend Pete Van Mun helped me remove the interior. The California body had been delivered to Precision,

and it sat for another couple of months before Dick had the time to start.

He called me one day, and said he wanted to pick up my '59, and get to work installing the parts. So, on December 2, 2007, Precision gave my car another flatbed ride to their shop. About an hour after he got my car, Dick called me, and asked me to come over to his shop. Once there, he pointed out how bad my car was, and suggested that I take the good parts off of mine, and transfer them to the unrusted body. He said that in the end, I would have a very nice car if I did it that way. He pointed out that it didn't make much sense to cut up the unrusted car to save the rusted one.

Of course, he was right, but as I looked at my car and the body, a couple of things ran through my mind. One was that I had pretty much decided that I would not repaint my car, or do the chrome, because that would destroy the history of the car. So, from a practical standpoint, using the good body would mean a lot of time and money I'd have to spend on paint and chrome. It took me a couple of days to make up my mind, but eventually, I decided that if I used the donor body, the result would no longer be my car. So I set the donor body aside (it was/is too nice to cut up), and had Dick weld mine up.

Before starting the work, Dick contacted Herb Scheffer at the Lincoln/Mercury Old Parts Store, and from that discussion, decided to connect the two sub frames with 2"X5" steel tubing. That worked quite well, and now the doors open, and close properly, but did not answer the question of how to make rocker panels and floor boards. One of my co-workers sug-

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stock in the Westinghouse Corporation. As interest in an alternating-current system grew, Tesla and Westinghouse were put in direct competition with Thomas Edison, who was intent on selling his direct-current system to the nation. A negative-press campaign was soon waged by Edison, in an attempt to undermine interest in AC power. Tesla, for his part, continued in his work and would patent several more inventions during this period, including the "Tesla coil," which laid the foundation for wireless technologies and is still used in radio technology today.

Unfortunately for Thomas Edison, the Westinghouse Corporation was chosen to supply the lighting at the 1893 World's Columbian Exposition in Chicago, and Tesla conducted demonstrations of his AC system there. Two years later, in 1895, Tesla designed what was among the first AC hydroelectric power plants in the United States, at Niagara Falls. The following year, it was used to power the city of Buf-

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More Pride and Joy

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gested that I contact Rock Auto, and sure enough I was able to get brand new floor pans from them. Next, I happened to see an article in Hemming's Old Cars about '58-'60 Lincolns. In it, they gave a number of sources for parts, including someone who had sheet metal. One phone call later, and I had a set of brand new rocker panels.

In the fall of 2008 I started checking into what the engine would need. Probably a good time to have done that was before I spent any money on the body. I had just assumed that the engine was rebuildable, even though it did not turn over. One day, I decided to take the valve covers off to see what it looked like, but instead of the oily sludge I expected, I found the valve train to be nothing but a solid hunk of rusted metal.

Again through my friend Pete, I found a company he had used for engine rebuilds called Wausau Engines in Wausau, WI. I talked to them, and they were willing to take a look at the engine, and let me know if it was rebuildable. They said, if it was, they would be able to do the job in 6-8 weeks, and would probably cost around \$2,500-\$3,000. I took it to them that fall, and as you can imagine, that 6-8 week job took 10 months, and \$4,500. On 8/3/09 I got the rebuilt engine back from Wausau Engines.

With the engine back, and looking beautiful, I started to think about getting my sheet metal welded in place. Again, my friend Pete had a friend who is a master metal fabricator. I had met him, and seen some of his work, and it was truly outstanding. Pete made the initial contact, and although the metal fab guy was very busy, when I contacted him, agreed to take the job on as he could work it in. On 10/31/09 Pete came to my house, picked the '59 up with his flatbed, and transported the car to Ap-

pleton, WI to have the floor pans and rocker panels welded in.



The engine looks great now. The rebuilders did some really good work.

After another two years went by, and no work was done, I finally gave up on the fabricator, and put the car in another barn storage, along with the rolling body. And there it sat for another four years until this spring, when I decided that I would bring it back to my house.

By then, my friend Pete had sold his flat bed, but he helped arrange for a gentleman by the name of Bob Lemke to transport the Lincoln back to my home. Bob does transport all over the country, and is extremely reasonable. I also found out that he lives very close to where I used to live many years ago. Turns out that he knows a lot of the people I know, and did hauling for Bob Schmidt, who is the guy who located and restored many of the cars that were in the collection of 1957 American cars at Branson, MO. The Lincoln arrived back home this past April.

I missed one part: last winter I contacted Dick Lortson at Precision to see if he had time to weld in the floor boards and rocker panels. He was too busy at the time, but said he could do it the spring. As you might imagine, he hasn't had time to work on it yet!

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falo, New York, a feat that was highly publicized throughout the world. With its repeat successes and favorable press, the alternating-current system would quickly become the pre-eminent power system of the 20th century, and it has remained the worldwide standard ever since.

In addition to his AC system and coil, throughout his career, Tesla discovered, designed and developed ideas for a number of other important inventions—most of which were officially patented by other inventors—including dynamos (electrical generators similar to batteries) and the induction motor. He was also a pioneer in the discovery of radar technology, X-ray technology, remote control and the rotating magnetic field—the basis of most AC machinery.

On 17 May 1899, Tesla moved to Colorado Springs, where he would have room for his high-voltage, high-frequency experiments; his lab was located near Foote Ave. and Kiowa St. He chose this location because the poly-

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More Pride and Joy

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You'd think that with all of the delays and disappointments, I'd have given up on the car, and just sold the parts off for whatever amount just to get it out of my life. But that hasn't happened (yet). There have been many nights when I've made up my mind to put everything up for sale the next day, only to say "maybe tomorrow, but not today" in the morning. I suppose what keeps the car around is the fact that once it's gone, it's gone. I've come close, but haven't been able to pull the trigger yet.

I think the key to the whole thing is that logic and common sense go out the window when it comes to an old car that we are emotionally attached to. There are a lot of different reasons that people have old cars: recapture lost youth by getting a car just like the one that they never should have sold. Or the one they always wanted but didn't get, or like mine, an old family member that you just can't bear to part with.

So, my immediate plan is just to take the next step: get the bottom of the car sand blasted, and get the welding done. Then if I still haven't changed my mind, I want to have the rest of the engine completed, and have it put on an engine test stand, and get it started, so that I can hear it run before I put it back in the car. If I get that far, I'll start on the other 10,000 things that need to be done. Then with the help (!) of friends and others I'll have to pay, put it all together. My stretch goal would be to drive it to Back to the '50's next June. We'll see.

And like I said 8 years ago, I'll write again with any progress, assuming there is some!

 **LINCOLN**

The un-remembered '58s

The 1958 Continental Mark III cars and 1959 Lincoln Continental Mark IV and 1960 Lincoln Continental Mark V cars are largely forgotten, and in fact, were purposely "un-remembered" by Ford Motor Company which introduced a new Lincoln Continental Mark III in 1968 in the genre of the 1956-1957 cars, but at a far more "popularly priced" sales point. These 1958-1960 cars were the largest unit-construction cars ever built, and were constructed alongside the Ford "squarebird" Thunderbird four seaters at a brand new Wixom, Michigan plant. Unbeknownst to the public, Ford was able to engineer these lower production number cars to share the most expensive mass production underbody pressings in a bid to make them profitable, which succeeded. As noted, by 1959, the Continental Division was no more and was absorbed back into Lincoln, with Continental merely being the upscale model name for the higher priced Lincolns. But in fact, 1958 cars were exactly that – but merely sold by a special division through Lincoln dealers. These cars are so forgotten that they now must be so rare as to be highly collectible. When is the last time that you saw one? Mark III, IV and V Continental convertibles are, in fact, Milestone cars. Interestingly enough, these cars weighed in at over 2 ½ tons and were considered massive, heavy, comfortable, ultra-luxury cars when new – but weigh no more than many large SUV's of the current day. Fuel economy, however, is an oxymoron with these cars due to their then all-new, massive and heavy 430 cubic inch V8 engine initially producing as much as 400 hp, with three two-barrel carburetors (which were a 1958 factory option). By 1960, the car had been detuned to 315 hp with a single two-barrel carburetor in the interest of improving the MPG's from about 9 to about 12. Even the wealthy were complaining about 9 miles per gallon given the high prices of premium leaded gas at some 30 cents per gallon!

North Country Fall Car Show

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phase alternating current power distribution system had been introduced there and he had associates who were willing to give him all the power he needed without charging for it. Upon his arrival, he told reporters that he was conducting wireless telegraphy experiments, transmitting signals from Pikes Peak to Paris. The 1978 book *Colorado Springs Notes, 1899-1900* contains descriptions of Tesla's experiments. On 15 June 1899, Tesla performed his first experiments at his Colorado Springs lab; he recorded his initial spark length at five inches long, but very thick and noisy.

Tesla investigated atmospheric electricity, observing lightning signals via his receivers. Tesla stated that he observed stationary waves during this time. The great distances and the nature of what Tesla was detecting from lightning storms confirmed his belief that the earth had a resonant frequency.

He produced artificial lightning (with discharges consisting of millions of volts and up to 135 feet long). Thun-

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And what a fine day it was. The day slowly warmed up, and most people were finally able to take off their jackets, late in the morning, and still feel comfortable. For those of you with good memories, we used to have our last car show on the first weekend of October. Weather wise, that didn't work well for us and we moved up the date to the second weekend in September. This year it was about as close to perfect as you could ask for.



All the usual suspects were there.

We had a good turnout of old and new Lincolns to look over. Our host, North Country Ford Lincoln, as usual were very kind to us. This year, they furnish all of us with box lunches, including sub sandwiches, chips and cookies. And the kindness kept on coming, with donated oil changes and some nifty dealer hats. At 2:00PM, we held the drawing for the door prizes and almost everyone present went home with something to remember the day.



This custom bodied roadster is largely patterned after a Lincoln 1939 Zephyr coupe and is owned by Mike Fiterman.

We had a nice representation of interesting Lincolns from each decade from the 1940's through the present, with a total number of 25 brought to the show, a few for the very first time.



Brad and DJ Johnson's Mark III.

First time appearances included Brad and DJ Johnson, of Carver, with their nice 1971 Mark III. Mark Sawyer from Rosemount came with a very nice and fairly rare Mark VI sedan. We hope to see this fine car more in the future. New member Andy Strange, from Arden Hills, proudly displayed his 1962 Continental Convertible. Gil Bage from Lockport, Ontario drove down with his 1969 Mark III, a fine example of what a Mark III should be. Another noteworthy car was Mike Fiterman's Retro Rod, the design of which was largely based on the 1939 Zephyr coupe. Other cars of great interest returning again to this show was the North Star car of the year for 2009, Roger and Barb Wothe's 1942 Continental Cabriolet and Al Longley's 1958 Continental Convertible, also the 2014 North Star car of the year for 2014.

Award recipients were; first place, best of show went to Harvey and Faythe Oberg's 1941 Continental Cabriolet; second place, best of show, awarded to a 1969 Mark III, owned

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North Country Car Show continued...

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der from the released energy was heard 15 miles away in Cripple Creek, Colorado. People walking along the street observed sparks jumping between their feet and the ground. Sparks sprang from water line taps when touched. Light bulbs within 100 feet of the lab glowed even when turned off. Horses in a livery stable bolted from their stalls after receiving shocks through their metal shoes. Butterflies were electrified, swirling in circles with blue halos of St. Elmo's fire around their wing. On January 7, 1900, Tesla left Colorado Springs. His lab was torn down in 1904, and its contents were sold two years later to satisfy a debt.

Having become obsessed with the wireless transmission of energy, around 1900 Nikola set to work on his boldest project yet: to build a global, wireless communication system—to be transmitted through a large electrical tower—for sharing information and providing free electricity throughout the world. With funding from a group of investors that included fi-

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by Bill Juring, from Shoreview. Third place best of show went to Ed Myhre of Coon Rapids, for his 1995 Mark VIII. Third year in a row, the long distance award was once again snatched up by Gil Bage, who made the rather lengthy drive down from Lockport, Ontario in his Mark III. Each year, Gil shows up with a different Lincoln and comes to enjoy the day with his friends. We look forward to seeing Gil again next year.



Harvey and Faythe Oberg's 1941 Lincoln Cabriolet. Best of Show.



Bill Juring's Mark III.

We want to extend our very sincere thanks to Sean Devine, Sales Manager and Brad Eiler of Luther North Country Ford Lincoln their sponsorship of this nice show, along with the great lunch and the door prizes. We invite our members to pay North Country a visit if you are looking for a new Ford or Lincoln. They

will do their very best to spend some time with you and help you find the perfect car for your needs. And, the best part, the X Plan, which all of our members have access to, may get you a good discount on that new Ford product.



Best of Show winners, Harvey and Faythe Oberg.



Bill Juring, Second Place award winner.



More pictures on the next page

More North Country Pictures

(Continued from page 10)

nancial giant J. P. Morgan, in 1901 Tesla began work on the project in earnest, designing and building a lab with a power plant and a massive transmission tower on a site on Long Island, New York, that became known as Wardencllyffe. However, when doubts arose among his investors about the plausibility of Tesla's system and his rival, Guglielmo Marconi—with the financial support of Andrew Carnegie and Thomas Edison—continued to make great advances with his own radio technologies, Tesla had no choice but to abandon the project. The Wardencllyffe staff was laid off in 1906 and by 1915 the site had fallen into foreclosure. Two years later Tesla declared bankruptcy and the tower was dismantled and sold for scrap to help pay the debts he had accrued.

In the August 1917 edition of the magazine *Electrical Experimenter* Tesla postulated that electricity could be used to locate submarines via using the reflection of an "electric ray" of "tremendous frequency," with the signal being viewed on a fluo-

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Ed Myhre, winning Third Place for his Mark VIII



North Country's Brad Eiler on the left, receiving the commemorative plaque from North Star Director Bob Johnson.



John Naughter's 1979 Lincoln Town Coupe. A really nice car.



One of the nicest examples that we have seen in a long time, this 1981 Continental Sedan belongs to Mark Sawyer.



Gil Bage of Lockport, Ontario is very happy behind the wheel of his Continental Mark III.



New member Andy Strange from Arden Hills owns this good looking 1962 Continental Convertible.



Dennis Owens Ford Hot Rod.

Welcome Wagon

(Continued from page 11)

rescent screen (a system that has been noted to have a superficial resemblance to modern radar). Tesla was incorrect in his assumption that high frequency radio waves would penetrate water but Émile Girardeau, who helped develop France's first radar system in the 1930s, noted in 1953 that Tesla's general speculation that a very strong high frequency signal would be needed was correct stating "(Tesla) was prophesying or dreaming, since he had at his disposal no means of carrying them out, but one must add that if he was dreaming, at least he was dreaming correctly."

After suffering a nervous breakdown, Tesla eventually returned to work, primarily as a consultant. But as time went on, his ideas became progressively more outlandish and impractical. He also grew increasingly eccentric, devoting much of his time to the care of wild pigeons in New York City's parks. He even drew the attention of the FBI with his talk of building a powerful a "death beam," which

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

Enjoy your Lincolns before Fall leaves us and snow and salt begin. Hope to see you at the Morries potluck next month.

This month we welcome **Randy and Jane Fehr**, 1050 Ash Avenue, Wayland Iowa, 52654, 319-256-8375, fehrr@bvui.edu. Their Lincolns include a 1949 Cosmopolitan Convertible and a 1978 Mark V. They also have a stunning red 1962 Thunderbird Roadster and a 1997 Camaro. Randy has always had an interest in fine automobiles. He has owned a 1930 Buick Marquette and a 1953 Packard Caribbean.



Randy and Jane Fehr's really red 1962 Thunderbird Roadster.

Here's what Randy said about the collector vehicles which he and Jane enjoy: *The 1962 Thunderbird is a Rangoon Red roadster. It has 50,000 original miles and was a special order with a silver blue interior. The 59th '62 Tbird produced. It is fun to drive and we bring it to car shows.*



Randy Fehr's 1978 Mark V

The 1978 Mark V (pictured with Jane at the Gilmore Museum Meet) has 50,000 original miles. Jane and I currently have the 1949 Lincoln Cosmopolitan convertible displayed in the Lincoln Motor Museum.



The Fehr's very rare 1949 Lincoln Cosmopolitan Convertible. Now on display at the Lincoln Motor Car Heritage Museum, Hickory Corners.

The 1949 Convertible was a frame up restoration started 4 years ago with the help from my grandson on a Thanksgiving holiday. This car had been driven by dealer for a number of years and then sat in the dealership for another 52 years. It had not been titled until the owner's son decided to sell it. It was all there, however needed everything after sitting that long. It ran but not very well. Its original top, tires etc. all needed replacement. We took everything apart and started the process. It was a labor of love; however I believe I will not try it again. Jane and I think all car enthusiasts will enjoy seeing our Cosmopolitan at the Lincoln Museum.

Editors note: North Star LCOC welcomes Randy and Jane Fehr to our club. We hope that we will see them soon at one of our events, arriving in their very nice Mark V.

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had received some interest from the Soviet Union during World World II.

Poor and reclusive, Nikola Tesla died on January 7, 1943, at the age of 86, in New York City, where he had lived for nearly 60 years. But the legacy of the work he left behind him lives on to this day.

Several books and films have highlighted Tesla's life and famous works, including *Nikola Tesla, The Genius Who Lit the World*, a documentary produced by the Tesla Memorial Society and the Nikola Tesla Museum in Belgrade, Serbia; and *The Secret of Nikola Tesla*, which stars Orson Welles as J. P. Morgan). And in the 2006 Christopher Nolan film *The Prestige*, Tesla was portrayed by rock star/actor David Bowie. In 1994, a street sign identifying "Nikola Tesla Corner" was installed near the site of his former New York City laboratory, at the intersection of 40th Street and 6th Avenue.

From the internet...

For Sale All Good Lincolns



FOR SALE: 1997 Lincoln Town Car - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or rptoenges@aol.com

For Sale: 1987 Lincoln Formal Town Car. Retractable convertible top over driver's compartment, division window, TV, bar, many amenities for the three rear passengers seated on blue leather interior. Less than seven



thousand miles on this two tone blue 20 inch stretch luxury Lincoln built by Cameo Coach. Pre Hemming's price for Northstar Lincoln members, \$9987. Francis Kalvoda, Willmar MN 320-235-5777, fjk@charter.net.



Ken Sampson is offering two cars for sale.

1948 Continental Cabriolet RestoMod. Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.

1983 Mark VI. Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047



What is it? Let us know the make, model and year of the classic car that this ornament belongs to, and we will send you something nice. First clue, it is not a Lincoln, that would be too easy. The first person to let us know by email, wins. Make a good guess, you may be lucky. Email: davidwgustafson@att.net

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.

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 - 1989 Lincoln Signature Series Town Car. Well equipped with all available accessories including sunroof. Spotless leather interior, 70,000 miles. Never driven in winter. Asking \$7,500, but wants to sell and is open to offers. Contact Skip Nolan at 320.260.7547 This is a great car for shows and tours. Call Skip Today!



Preview of Coming Events

- October **Board Meeting** at Morries Ford Lincoln, **Thursday October 8th at 7:00PM**
Annual North Star Potluck and Auction at Morries in Long Lake, **Sunday, October 11, 10 AM to 2 PM**
Western National Meet, October 14-18, 2015, at San Diego, CA
- November **Year End Sunday Brunch** at Dangerfield's in Shakopee , November 8th 11:30 AM
Board meeting at 10:30 AM

We Need Your Help

Your North Star Board of Directors needs your help. We really want to make the North Star Club better. We know that many of our members have some good ideas that would help. Get out your pen and paper, or if you are technically capable, turn on your laptop, desktop, iphone or whatever you use to communicate with others and share those thoughts with us.

If you know of a good place for us to go to for a brunch, let us know. If you have ideas for a road trip or a place for us to visit, let us know. If you have suggestions for any articles that you would like to see in the Northstar News, send them to us. Better yet, send us some digital images of your beloved Lincoln along with a story and we will feature it in one of our future issues.

Come to our board meetings and share your ideas with us. We would really appreciate your insight on where you think our club should be going.

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

FALL NORTHSTAR LCOC Potluck and Auction

Sunday, October 11th, 10:00AM to 3:00PM
Morrie's Conference Center
2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN

We will be able to view Morrie's Car collection for two hours only, 10:00 AM to 12:00 PM. Our pot luck lunch will be served about 12:30; PM. We will again have an auction that will be held after we eat, so please bring something automotive related, and better yet, with a Lincoln name on it. Please RSVP to Roger at his home 952-473-3038 or email rhothe@mchsi.com. no later than October 6. When doing the RSVP, please let Roger know what you will be bringing for our potluck, he may have some suggestions on what is needed. Spend a great Sunday with friends and talk about the great activities we had this past year.



*****Our Last Brunch for 2015*****
Sunday, November 8, 11:30AM

Dangerfields Restaurant
1583 1st Avenue East, Shakopee, MN

We were there this last spring, and everyone had such a good time, everyone said that we should end our year there too. It will be a great day, with a little sunshine and maybe, just maybe nice enough to take out one of the classic Lincolns for the last run of the year.

Sun Newspapers rated Dangerfield's amongst the top restaurants in the Twin Cities area. 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