

NORTHSTAR NEWS

My Pride and Joy....

As told by Bill Holaday.

My pride and joy is rusty, hasn't run in over 25 years, and is in need of a complete restoration. It's a car that most sane people wouldn't touch with a 10 foot pole attached to another 10 foot pole. It's the very first car I ever drove.

It was anything but a typical Friday night in November 1960, as I anxiously waited for the headlights to appear on our garage door that would indicate my dad was home from work. My folks had been talking in hushed tones for some time about getting a new car, and as a 9 year old boy, I couldn't wait to see: did we get a new car, and if so, what was it? Finally, the lights appeared, and as I strained to see out the back window of our home, I could see that the car that pulled in was not our pink & white '57 Lincoln.

With me leading the way, the whole family

rushed out to see the new car. Sitting there in the reflected light from the house was the most incredible automobile I could imagine: A 1959 Lincoln 4 door hardtop, in a color my dad said was platinum. It had just over 9,000 miles on it, and was the lowest mileage, newest car he had ever bought. I opened the right rear door, and was amazed by the huge back seat area. The upholstery was light grey cloth and vinyl. With the interior lights on it looked much richer than the interior of the '57. I think that might have had something to do with the fact that the '57 interior was pink, black, & white, and was covered with thick, clear plastic seat covers so popular at the time!

Anxious to try out the new car, dad quickly loaded the suitcases in the trunk (mom had

(Continued on page 2)



A young Bill Holaday with his future "Pride and Joy", the '59 Lincoln.

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

This Issue Contains

Feature Car of the Month	1	Directors Message	4
Club Information Page	2	Board Meeting	7
Editors Message	3	Northstar Region Event Calendar	14
Trivia...	3		

Board Of Directors - 2006-2007

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	
Technical Consultant	Ron Fenelon	H(320)763-4197	r1f8536@gctel.net
Projects Director	Bob Gavrilesco	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	Fax(952)898-5230 (home) davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

Members and guests are welcome to attend the Board Meetings which are held the **first** Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

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

My Pride and Joy Continued...

(Continued from page 1)

already packed), and we headed from our home in northern Illinois for a weekend trip to visit relatives in Ohio. Soon, we were riding along on the newly completed Illinois Toll Road. I still have a picture in my mind of that first ride. From where I was sitting, in the middle of the back seat, I had a view of the illuminated dashboard, with the peaks of the front fenders and the hood with the Lincoln star silhouetted against the fresh concrete road surface.

I've never forgotten how big the car felt from where I was sitting. This is important when you're fighting with your mean older sister for space. The distance to the dashboard was huge, but from the back seat to the end of the hood was incredible! My dad was quite pleased with the fact that this was the largest car on the road. The other thing I remember was how smooth riding and quiet the car was. That first ride made a lasting impression.

The '59 became our main family car for the next 5 years, taking us on countless trips to our cottage in

northern Wisconsin, my dad on business trips, and the family all over the Midwest, as well as to Vermont and New York City.

In the summer of 1962 my dad bought a '57 Buick to



This sad looking Lincoln has a brighter future ahead.

use as a second car. By then the Lincoln already had nearly 100,000 miles on it, and he wanted to make it last as long as possible. My mother, who had recently gotten her drivers license didn't put a lot of miles on, so he used the Buick for business trips from then on to save the Lincoln.

(Continued on page 5)

Trivia from the Internet



John Ludwig Hacker
1877 - 1961

John Ludwig Hacker (1877-1961) made a name for himself designing some of the fastest and best looking race boats, runabouts and pleasure cruisers afloat during a career that lasted more than fifty years. Hacker grew up in Detroit, Michigan and had a dream of someday becoming a great boat designer.

John Hacker spent his spare time after school in local boat shops learning about them. He also spent time taking correspondence courses learning drafting, mechanical engineering, and yacht design. During his teen years it has been said that John Hacker built a boat a year. He also became interested in gasoline engines in his early 20's when he patronize the same machine shop as Henry Ford and they became

(Continued on page 4)

Editors Message

September 2007

As usual, my column is one of the last things to get done before we publish the newsletter. It does give me an opportunity to reflect on what Bob Johnson has written and to review the minutes of our last board of directors meeting. It has been a good year so far for our Lincoln club. We have gained a few members, hopefully we will get to meet them in person at our annual picnic in September. Please note the NEW LOCATION. It will be at one of Morrie Wegener's facilities, out on highway 12, just West of Long Lake. Look for the Lincoln Club sign, we will see you there.

We have had a few fun events, the result of some hard work by our members. Willmar and the Quad Cities tours were the highlights of the year. Our most recent event, brunch and boats at the Lafayette Club, was also a success, in spite of the downpour, with about 70 folks showing up to enjoy the great food and see the fifty-five foot Hackercraft yacht.

Still on the agenda, the James J. Hill day's car show in beautiful downtown Wayzata, September 8th. Organized by Roger Wothe, it is a shine and show event, no judging, no prizes, just a little tire kicking and a lot of fun. Call or email Roger if you plan to attend.

The very next day is the Victory Drive Show. Organized by the CCA and the Cadillac Club, there is no charge to bring a car, but they are accepting donations on behalf of our soldiers serving in the Middle East. More details further in the newsletter.

On October 6th, we will be having another All Lincoln car show up at North Country

Ford Lincoln Mercury in Coon Rapids. Bring your Lincoln at 10:00AM and meet your old and new friends. We are looking forward to seeing some new Lincolns at this show. Dash plaques and door prizes will be given out. Perhaps even Faithie will make time in her busy schedule to make a guest appearance

At the beginning of the month, I spent a few days up in Duluth seeing a few sights and connecting with my former classmates at a fifty year high school class reunion.



Faithie is trying to kiss up to her new buddy, Dick Serwat, who she met at the Lincoln show in July.

There were a number of people that I have not seen for the fifty years following that eventful day in June of 1957. Although, appearances may change somewhat, the voices never do, and many of them sound much the same as they did fifty years ago. One fellow, Martin Barke, lives here in one of the western suburbs of the Twin Cities. Martin's father, purchased a new Lincoln Premiere four-door hard top in 1957 and Martin would drive it to school once in a while. We use to go out and sit in it during the lunch period. Those were great cars then and still are now. Greysolon Motors,

the Lincoln Mercury dealer in Duluth, sold only a few '57 Lincolns, I am guessing something under 70 or 80. Mercury's however, were better sellers. All in all, it was a worthwhile experience, and if you have never been to a class reunion, by all means go. The main event was held at the Duluth Entertainment and Convention Center, where we will be holding our Mid-America meet next June. The service and meals were quite good, and we should expect the same next June.

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

(Continued from page 3)

friends.

Hacker Craft boats are known the world over for their fine craftsmanship and sleek V-bottom design which allowed greater speed at lower horsepower. The Hacker Boat Company was founded in Detroit in 1920 by John Ludwig Hacker, a native of Detroit who had shown an interest in boats and naval architecture as a youth. Hacker was born on May 24, 1877, and studied speedboat design by correspondence course while working as a bookkeeper in his father's business. He developed a design for a hull which would produce maximum speed and efficiency, and his success prompted him to go into the boat-building business.

In 1911, Hacker designed the "Kitty Hawk," the first successful step hydroplane which reached a then-unknown speed of 50 miles per hour. Hacker's success was interrupted by a nervous breakdown which caused him to sell out his first business to partner L.L. Tripp; after

(Continued on page 5)

Directors Message

September 2007

By Bob Johnson

Looking back over this years activities, There were several places or activities we did for the first time, I want to thank our members for their suggestions and efforts to make them work.

January, Sunday Brunch at Green Haven in Anoka: Ed and Linda Haedtke

March, Sunday Brunch at Tinnuci's in Newport: Tim and Gaye Purvis

April, Sunday Brunch at Majestic Oaks, in Anoka: Ed and Linda Haedtke

May, Saturday, Lincoln Car Show at Mills Motors, Willmar and Sunday Car Show by the Willmar Car Club: Francis Kalvoda

June, Black Hills Over Drive Tour in Rapid City, South Dakota: Jim and Nancy Dowding
June, Tour with Lake Shore Region to Quad Cites, Iowa: Karl and Sharon Flick

August, Sunday Brunch with the CCCA at Lafayette Club and Boat ride on Lake Minnetonka: Frank and Todd Warner.

September, Annual Region Fall Picnic at new location Morrie Wagener's, Long Lake: Roger and Barb Wothe

October/November, Car Tech and Detailing session at Jeff Eisenberg's Minneapolis Facility: Jeff and Rori Eisenburg. (in planning stage)

It seems early to sum up some of our activities for 2007, but I had great pleasure in seeing the involvement of our Club members. As you can see we were able to go to many different places because you our members took the time to suggest and help do these events. It is time to start thinking about what we want to do next year. It takes time, plus a lot of work to plan these activities, and your efforts are truly appreciated by the whole club. We still have three months of this year

yet to enjoy, I hope you will be able to make the rest of our 2007 activities. Thank you all for your work and attendance; our members coming together is what makes the Northstar LCOC such a great and fun group to belong to.

On Sunday, August 19th, we enjoyed a Sunday Brunch, with the CCCA at the historic Lafayette Country Club and few wet and soggy people were able to get a boat ride on Lake Minnetonka. After enjoying a Marvelous Sunday Brunch, Todd Warner, tried to give boat rides in one of the grandest antique boats in the country: a 1937, 55 foot Mahogany Commuter yacht designed by John L Hacker, but the weather did not cooperate. We had 70 people enjoy lunch from the two clubs, it was a fun day even if I got soaking wet in the rain. As Todd Warner said "the bad weather will make everyone remember the day".

Our Annual Fall Region Picnic will be on Sunday, September 16th, at Morries. Tire kicking and visiting starts at 11:30 AM and food will be served at 1:00 PM. Roger Wothe has made arrangements with Morrie Wagener to have our fall picnic at his remodeled facility, it is west of Long Lake on Highway 12. Roger Wothe will again be our chef. We will need people to help setup and clean up after the picnic. Please bring auction items, as that is a way we pay for the expense of the picnic. Morries will be a great facility for our picnic, even though it is not completely done. RSVP to Roger at Home 952-472-3038, Office 952-9333-9981 or email rwothe@mchsi.com by Monday, September 10th, if you plan on attending. Roger needs to know how much food to prepare.

On Saturday, October 6th, we will have an All Lincoln Car Show at North Country - Ford Lincoln Mercury, in Coon Rapids (North Country is a new Lincoln Dealership). This is a free show, 10:00 AM to

(Continued on page 7)

(Continued from page 4)

John Hacker's departure the company eventually became known as the Albany Boat Company. In 1914, approximately, Hacker returned to Detroit and founded the Hacker Boat Company at 323 Crane Avenue. His runabout designs for Gregory's Belle Isle Boat & Engine Company were soon to bring great success to the firm. The boats, called "Belle Isle Bear Cats," proved popular with prominent owners such as Edsel Ford and J.W. Packard. Business was booming, and in 1921, John L. Hacker decided it was time to open a satellite facility in Mount Clemens. Two years later, he announced that he was moving the entire boatbuilding operation from Detroit to Mount Clemens.

The boat works at 9 Judge Street on the Clinton River in Mount Clemens were enlarged twice by 1928, providing 35,000 square feet of floor space for the hand-crafting of fine mahogany runabouts. The Pageant of Progress reported that Hacker Boat Company employed sixty-eight men

(Continued on page 6)

Pride and Joy Continued....

(Continued from page 2)

In November of 1965 dad traded the Buick on a '63 Continental sedan. The color combination, white with red leather interior, is still my favorite on those cars. It became the main family car, and a much better fit for my mother. My dad's business travel was much less, so the '59, which by then, had close to 200,000 miles on it, became the car he drove to and from work. During those years, my dad taught both me and my sister how to drive in the '59. I think he figured that if we could learn to drive (and park!) that huge car, we could drive anything.

By the time he retired the car in 1971 it had traveled 286,000 miles, and it was his all-time favorite car. It had gone through countless tires, exhaust systems, tune-ups, and survived 3 engine fires, but was still running on the original engine, transmission, and rear end. None had ever required anything other than normal maintenance, except replacement of the bad carburetor that caused the engine fires.

One might assume from the Lincolns mentioned above that my dad was partial to the brand, and that would be right. However, it didn't start out that way.

My grandfather bought his first car in the early '30's. It was a 1929 Buick coupe, green with black fenders. He had no interest in driving, so he turned that responsibility over to my father, who had a lot of interest. His grandmother rode in the front seat, and my grandparents rode in the rumble seat. I'm not sure how long that arrangement lasted, but the second family car was a black '34 Buick sedan.

When my dad graduated from high school in 1934, the depression was severe, and jobs were scarce. He repaired radios, tried the grocery business, and eventually got into the used car business with a friend of his. Realizing that things were even worse

in Detroit than they were in their hometown of Columbus, OH, they started traveling to Detroit, buying cars, and reselling them in Ohio. Through the late '30's his business grew, and he bought and sold hundreds of cars; everything from Model A Fords to Duesenbergs. At the height, he and his friend each had their own lot, shared another, and operated a body shop.

On December 7, 1941 his market vanished. War was on, and the younger men who tended to buy used cars were gone. Dad's experience repairing radios landed him a job in the Signal Corps. Over the next four years, he slowly sold off all of the cars, and when the war ended, so did his job. With a wife and elderly parents to care for, the uncertainties of starting a business-for-self again kept him from resuming his car business. It took a couple of years, but eventually he was rehired by the Signal Corps, and began a career that lasted 30 years.

When he got the job, it was time to upgrade his car. His '40 Buick was worn out, and he needed something dependable, because the new job required a lot of travel. His years of dealing used cars taught him to stay away from the small, light cars, and go for something big. He knew that they would be more comfortable, and last longer. What he found was a gray '46 Lincoln sedan that was in good shape, and priced right.

It was followed by a '49 Lincoln coupe, a '53 Capri, and the '57 Premier. Each time dad went car shopping during these years, he started off looking at Cadillacs and Buicks. But, being a used car buyer, he kept finding Lincolns that offered more car for the money. He found them to be exceptionally long lasting and dependable. His '49 went 249,000 miles, an unheard of amount at the time.

(Continued on page 6)

(Continued from page 5)

in 1928, and demand for the product was high. In 1930, the King of Siam ordered a custom-built 40' Landau top runabout powered with an 800-horse Packard engine. Interestingly, only four authorized dealers offered Hacker boats to the public during this time period; the company did most of its business through factory-direct orders from the customer, and excelled in custom-built craft.

In 1925, a private pilot named S. Dudley McCready came to Mount Clemens after his family had purchased a Hacker boat. McCready was from Ohio, and held a pilot's license which had been signed by Orville Wright. He became financially interested in the Hacker Boat Company, and by 1928 was listed as the secretary-treasurer of the company. Hacker and McCready worked together through the glory days of the Roaring Twenties, when demand for pleasure boats was high and the innovative and ingenious Hacker designs were developing an increasingly large following.

From 1923 thru 1929 John Hacker prided himself on his line of "Dolphin" runabouts. These were the most magnificent line of runabouts the world had

(Continued on page 7)

Pride and Joy continued...

(Continued from page 5)

The last time he ever considered anything other than a Lincoln (with the exception of the '57 Buick) was when he bought the '59. He came close to purchasing a new '60 Buick Electra, but in the end, he just liked Lincolns better. After the '63 he had a '67 sedan, '71 Mark III, '76 Mark IV, and a triple white '79 Mark V, which was the only new car he ever bought. His last car was a white '88 Town Car.

When he passed away in 1999, he still owned the '59, '63, '71, '79, and '88. Which brings me back to the story of the '59. When dad stopped driving the car in 1971, it sat in his garage until the early '80's, becoming a resting place for boxes and such. He would start it up every now and then, but mostly it just sat. Finally, in an effort to reclaim some of the space in his garage, I found storage for it in a barn. And there it remained until June of 2005.

I had moved back to the Midwest from New Hampshire in 2003, built a house with a three car garage on the main level, and an under garage of the same size below it. I decided it was time to get the Lincoln out of storage. My good friend, Dave Bauman, put 4 tires on it that held air, helped me get it out of the barn, and I had it transported to my home. As you can see from the pictures, it was a pretty sorry looking mess when it saw the light of day for the first time in nearly 25 years.

A fair question would be why I chose to keep the '59 and none of the others after my dad passed away. In retrospect, I would have kept the '63 also. At the time, I decided (with some guidance from my wife, Kathryn) that it didn't make sense to keep more than one of the cars. We were living in New Hampshire, the cars were in Wisconsin, and I

didn't have storage for one car, much less two. That said, I still regret selling the '63, and if anyone knows where 3Y82N400067 is, I'd like to know what happened to it.

It came down to the '59 or the '63 because they were the cars we had when I was dreaming of, and then just starting to drive. When my dad bought the '63, my sister was already in college, so the '59 was the last "true" family car. I suppose part of the reason I let the '63 go was because it had the best chance of surviving intact. The '59 would have just been a parts car, and I hated to see it get chopped up.

Probably the biggest reason I kept it though, is that it truly is the very first car I ever drove. It would have been in the summer of '61, when I had just turned 10. We were on the way back to our cottage in northern Wisconsin. As soon as we turned onto the gravel road that took us the final couple of miles, my dad pulled over and asked if I wanted to drive. I thought he meant steer, as I had done the previous summer in the '57. But instead, he got out of the car, and told me to get behind the wheel. With him sitting next to me in the center, I slowly, carefully drove the two miles of gravel road to the cottage without incident. First drive accomplished, what a feeling!

There were many more drives on that back road over the next few summers. The promise of being able to drive became one of my biggest motivations to go up north. On one of those trips, we found the go kart I'm sitting on in the picture. It was towed home on a trailer behind the Lincoln.

The Lincoln also towed home my first car, a '57 Volkswagen, and my second

(Continued on page 9)

(Continued from page 6)

ever seen. They were the fastest stock boats on the water and their graceful design and flawless construction was years ahead of its time. These boats are considered by many today as the Steinways or Duensbergs of antique speedboats. The Dolphin Jr. was the fastest, with speeds guaranteed between 42-45mph. The original base price was \$4,475 and although the factory records burned in 1965, it is estimated that approximately thirty of this model were built in 1929.

Accounting for better than half of the boats original cost is the Kermath Sea-Wolf engine. Its six-cylinder overhead cam design was state of the art in 1929. Displacing 678 cubic inches and producing 200 hp at 2200 rpm, the engine is an engineering marvel and is one of fewer than thirty-five in known existence.

The Great Depression effectively killed the market for pleasure boats, and the Hacker Boat Company fell upon hard times. John L. Hacker apparently sold or lost control of his business about 1934, and by 1935 the Hacker Boat Company was still alive, but going on without John Hacker. S.D. McCready was listed as owner and president of the firm in 1935, and

(Continued on page 8)

August Board of Directors Meeting...

BOARD OF DIRECTORS MEETING

August 3rd, 2007

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Culver's Restaurant in Maplewood. Board members; Bob Johnson, Dave Gustafson, Tom Brace, Harvey Oberg, Bob Gavrilescu, and Bob Roth were present. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

OFFICER REPORTS

Regional Director Bob Johnson reviewed our remaining 2007 activities, Bob Gavrilescu reported that 48 people have signed up for our Lafayette Sunday Brunch/Boat Trip with a final cutoff of August 6th. Roger Wothe has made arrangements with Morrie Wagener to have our fall picnic at his remodeled facility west of Long Lake on Highway 12, we will require a RSVP, all details will be in next newsletter. We will hold an All Lincoln Car Show at Coon Rapids North Country, Ford Lincoln Mercury on Saturday October 6th. Jeff Eisenberg has invited us to his facility in Minneapolis for a Tech/Detailing session in October, more details to follow. The bulk of meeting was spent discussing our National Meet in Duluth, June 26-29, 2008. **With at least two Board Members attending Mid-America Meet, Itasca IL, September 5-9, 2007, our monthly Board meeting was moved to Thursday, September 13th.**

Regional Director Elections will be moved to October, Roger Wothe and Bob Gavrilescu have agreed to again run, specific information will be in next newsletter.

Treasurer Harvey Oberg reported the treasury balance to be \$2418.99 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the current membership is over 130 with two new members this month.

There being no further business, the meeting was adjourned at 8:05 PM. The next meeting will be September 13th at 7:00 PM at Culver's Restaurant in Maplewood.

Help Us Out...

If you have recently adopted a new Lincoln, please let us know about it. Our members look forward to reading about different Lincolns of all ages, new or old, tell us about your new car.

Send your story and pictures to the Northstar News, 308 Brandywine Drive, Burnsville, Mn 55337

Director's Message Continued

(Continued from page 4)

3:00 PM. We will have Dash Plaques and Door Prizes

A Tech session at Jeff Eisenberg's facility in Minneapolis (Broadway and Central) in October or November is in the planning stage. Jeff will have one or two hoists and we will have detailing tips for preparing your car for our National Meet and Judging critiques on your car if you want. More details in October newsletter.

Many members have asked if we are going to Paradise Landing in October. We will try to plan another road trip and brunch.

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

(Continued from page 7)

would continue in that capacity until the company closed its doors two decades later. Although John L. Hacker was no longer connected with the Hacker Boat Company, he continued to design boats for a number of firms until his death in 1961, and was responsible for a number of racing winners including "My Sweetie," which took the Gold Cup in Detroit in 1949.

Meanwhile, back in Mount Clemens, Hacker Boat Company rebounded from the Depression with popular "utility" runabouts priced for the ordinary consumer. In 1935, the 17-foot utility could be had for \$975.00! Business was strong, and in 1952, Hacker Boat was awarded a government contract for the construction of 25 ocean-going picket boats for the U.S. Navy.

By the mid-1950s, however, Hacker's heyday was past. It is the opinion of some industry historians that Hacker's decision to offer a low-end utility boat called the "Sport Dolphin" contributed greatly to the company's downfall. The Sport Dolphin had a painted hull and was not as deluxe as Hackers of old. Instead of attracting new customers, it drove the old ones to competing

(Continued on page 9)

Club Elections.....

At our August Board meeting we discussed election of officers to the North Star Board of Directors for 2008. Each year in the fall, our Region is required to elect by blanket ballot, one third of our Board of Directors. The term of a Region Manager is three years. These positions will be filled by nominations in September and election using mail ballot in October. The new Board of Directors will elect Region Officers for the term of one year in November for 2008. All active members of the region are eligible to nominate and vote in the election. We currently have seven Directors. The bylaws call for at least five directors and no more than nine.

The Region needs to have all members involved in the process of operating your Club. If you want to be involved and can make a commitment to attend meetings on a regular basis we need your help. Here is your opportunity to move the Club in the direction that you feel is best. Help us make the region better, it is your Club.

Again, if you are able to help, please send your nomination to our Region Secretary, Roger Wothe, by September 17th. Rogers address is in our Region Directory. If you have any questions about the duties and functions of the Board of Directors, feel free to call any Board member. Bob Gavrilesco and Roger Wothe's terms will be up and they have agreed to run again.

Our October Newsletter will include and election ballot to be returned by October 17th, 2007. The election will be certified at our November 1st Board meeting, and Region officers for 2008 will be elected at the same Board Meeting. Your participation is encouraged. It is your Club and to make it better, please become involved in the governing process.

Jackson Auto Parts..

Don Chesney didn't sweat when he needed a replacement for a worn-out brake drum on the 1957 Plymouth he was restoring. He knew where to go: Jackson's Auto Parts — a West Duluth treasure trove of mechanical components for older vehicles. Chesney walked into the store and strolled out a little later carrying an original drum still in its 1950s packaging. As co-owner of Airport Auto Sales, a Rice Lake Township business that specializes in classic older vehicles, Chesney has been a fan and frequent customer of Jackson's Auto Parts. But walk-in customers such as Chesney account for only about a 5 percent sliver of the shop's business, proprietor Jeff Jackson said. "I could lock the front door and stay in business, as long as we still had Internet and phone service," he said.

Jackson estimated he annually sells about \$500,000 worth of parts, mostly to distant customers. His shop stocks parts that date back to the 1908 Ford Model T. What he doesn't have on hand, Jackson is adept at finding, thanks to a tight network of colleagues in the old parts industry. "The majority of our market comes from people who are restoring a vehicle of their youth," Jackson said.

Jackson pulls about half his business from the Internet, where he operates about 50 active domain names. He also posts lots of items on eBay, where Jackson usually has 600 to 700 auctions under way at any time. When eBay has offered specials, Jackson has had as many as 5,000 items up for auction. Initially, Jackson viewed the Internet as a potential threat but soon he recognized it for the powerful tool it could be. Jackson's has been selling items online since 2000.

"In some respects it hurt us at first, because it made it easier for people to

(Continued on page 11)

(Continued from page 8)

lines such as Chris-Craft. Customers and admirers of the luxury builder were not interested in its attempt at design for the masses. Besides, lower-priced boats of aluminum and fiberglass construction were coming on the scene. Hacker tried to hang on, but by the late 1950s production was stopped because of escalating costs and a dwindling customer base.

Today, there is a new Hacker Boat Company operating in the small Lake George village of Silver Bay, New York. Operated by Hacker restoration expert Bill Morgan, the new Hacker company offers reproductions of the original Hacker designs, augmented with the latest advances in boat-building technology. The replica Hacker Craft are faithfully built by hand, just as their predecessors were, and, although new, represent a little bit of Mount Clemens history.

While John Ludwig Hacker passed away in 1961, his legacy continues on in the fine design of his famous "Hackercraft" boats. These unique, highly collectable boats are as treasured by their owners as much as we love and cherish our beloved Lincolns.

From the Internet

More Pride and Joy.....

(Continued from page 6)

car, a '62 Oldsmobile. Both had bad engines, which my dad rebuilt. The rope he bought at Fleet Farm to tow the VW is still in the trunk of the Lincoln. The day I got my drivers license, (I took my test in the '63), I was allowed to use the '59 to drive the 13 miles to my high school for an event. It was the very first time I ever drove a car with no one else in it. Very memorable.

So, what's happening with the car now



On it's way to looking good once again

that it's out of the barn, and had an initial cleaning? After a lot of thought, I just took the first steps toward getting the car put back on the road. Through a friend of a friend, I found someone who is capable of helping me get the rusty rocker panels and floorboards replaced. As we discussed a fix, he suggested that I try to find a donor car. A quick look in Hemming Motor News, and two phone calls later, I had located an entire body in California at Lincoln Parts International. After a 3 month ordeal to find someone to provide transport, it arrived here in July and is as good as I could have hoped for. It looks like I'm committed, or possibly should be!

I still haven't decided how far I'll go with the car. On the one hand the main value to me is the cars history, which means I should try to keep as much of it original as possible. On the other hand, it makes the most sense to use the best of all of the parts I have to make the best car. That makes the assumption that restoring an old car makes any sense in

the first place!

I've got good front fenders and four good



A donor car was a good source of front fenders and four doors.

doors that I bought many years ago. My friend Pete Van Mun has offered to help me take the interior, engine, and transmission out of the car in preparation for the body repair. All mechanicals will have to be rebuilt, as well as the electrical systems. It should be interesting. I don't have much mechanical experience. The largest job I ever completed by myself was the replacement of a water pump in my '78 Oldsmobile years ago. I know I'll need a lot of help and guidance from my friends and fellow club members. I'll send along progress reports, assuming progress has been made. I don't really want to think about all the time and money that the whole restoration will take, but I've made the decision. If possible, I'd like to have it back together in time to drive it on the 50th anniversary of its build date, March 11, 1959.

I know that this old Lincoln will never be worth what I'll have to spend on it to make it useful, and it will never be considered an extremely desirable collector car. But, as they say in the commercial, to me it's priceless.

Editors note: Our thanks to Bill for this wonderful story about a well loved Lincoln and all of the memories that went with it. After all, that is what much of our hobby is about.

Brunch at the Lafayette Club....

Even though the rains came, our August event, brunch at the historic Lafayette Country Club proved to be a fun and successful event by everyone's measure.



Lincolns patiently awaiting the return of their owners



Foreground; Duane and Linda Warren's 1940 Cadillac; background; Jerry and Zona Steelman's 1940 Cadillac, both, Series 75 seven passenger sedans. Nice!

Originally constructed as a hotel in 1882, by railroad magnate, James J. Hill, the 300 room building was destroyed by fire in 1897. Hill graciously turned the land over to the founders of the Lafayette club, and it was reopened in 1899 as a private club. Fire once again reclaimed the structure in 1922. Undaunted, the club rebuilt an even grander, more elegant facility which survives today.

Throughout the week leading to Sunday, the 19th, rains fell in record amounts over most of the Southern half of Minnesota. There was some hope that we would be spared a downpour for at least the early afternoon, but that was not to be.

We did have a good turnout from both the CCA and the Lincoln club, with seventy enjoying the fine fare that the Lafayette club served up for us. The room provided to us was large, and well lit, conducive for the tasks of both eating and visiting in a leisurely, very socialized manner.

After brunch, about 35-40 stalwarts braved the threat of



David Gustafson enjoying the moment with Karl and Sharon Flick

impending rain, and ventured down to the docks at Lake Minnetonka, to await the arrival of Todd Warner and his 1937 Hackercraft, fifty-foot mahogany commuter yacht.



Todd Warner's 55 foot Hackercraft

Todd had planned to offer boat rides aboard this magnificent "Rolls Royce" of yachts, which promised to be the highlight of our day. Todd pulled up to the dock about the same time as the windy mist turned to light rain and loaded it up with drenched people who really wanted to see and ride in that unique, one of a kind boat. The few that ventured out of what turned out to be a short, but fun ride were not disappointed. Bob Johnson reported that "it was a fun day even if I got soaking wet in the rain". Todd Warner summed it up as "the bad weather will make everyone remember the day". Jay White, who furnished some of the pictures for this story, also said "it was like riding on a piece of art. It was a wonderful, masterwork of art, a great experience, even in the downpour of rain".

Jackson's Old Time Auto Parts Continued...

(Continued from page 8)

search for parts themselves," Jackson said. "But eventually it helped us." Throughout the day, Jackson monitors and tends a bank of four computer screens used to monitor the progress of auctions and respond to prospective customers.

Jackson's Auto Parts also receives a steady stream of phone calls from around the globe via its toll-free lines. The business keeps Jackson and six employees hopping. While Jackson said his shop probably could be operated from about any metro area with strong lines for shipping and communication, he said Duluth offers some distinct advantages. These include relatively low overhead costs, a central location that ensures a maximum of five-day shipping to anywhere in the U.S., and employees with a relatively benign Midwestern accent that's understandable to people around the country.

The Duluth shop was started by Jackson's father, Kenneth, who entered the parts business on the heels of World War II. Initially, he operated a parts service but opened a formal store in 1954. Jeff Jackson, 52, began helping in the store when he was about 8. Jeff continued to work alongside his father right up until Kenneth's fatal heart attack at age 73. The business began to evolve into a specialty shop for old parts almost by accident, Jackson said. "My dad was a real pack rat," Jackson said. "He held onto everything, including all his old books and manuals."

Jackson said he amassed most of his current inventory from the demise of other part shops. As chains have swept the nation, Jackson estimates he has bought out about 100 mom-and-pop shops scattered across the nation. Always on the lookout for scarce parts, Jackson also is quick to act when an item is about to go out of production.

After catching wind that the last remaining producer of ball joints for the Pacer — AMC's rolling fishbowl — was about to stop making the part, Jackson swooped in and purchased all the manufacturer's remaining inventory several years ago. "It's kind of funny, but we pretty much became the sole source of Pacer ball joints," Jackson said. Chesney said the Jacksons have demonstrated foresight to squirrel away so many old parts. "Nobody realized these old cars would be worth the money they are now."

The growing size of Jackson's inventory forced him to relocate from a 9,000-square-foot facility to a 17,000-square-foot store three years ago. The store now operates out of a building at 6220 Grand Ave., but Jackson still has parts stored in the old location at 4502 W. Superior St. In fact, Jackson said he also has parts stashed in two other buildings, three shipping containers and five trailers. To keep tabs on all that inventory, Jackson has developed his own label and zebra code system.

"We couldn't run this place without computers anymore," he said. Considering the large volume of online orders he must process and ship, plus all the inventory management functions of the business, it's perhaps no surprise that computer screens dominate Jackson's storefront. "I had one guy come in and ask, 'Is this an auto parts store or a computer store?'" Jackson said. But Bob Shykes, owner of Midwest Engine Rebuilders in Duluth, said Jackson's methodical approach and willingness to embrace technology make him a standout in the old parts business. "I can't believe how good he is at cataloging and organizing his inventory," he said. Brad Williams, owner of Brad's Auto Clinic in Duluth, praised Jackson and his staff not only for their service but for being extremely knowledgeable. "They seem to always know exactly what will fit and what won't," he said.

Jackson's Auto parts has mechanical parts for many of our older cars. Phone 888-399-7278.

For Sale - 1974 Continental Two Door



Just what you have been waiting for. 73,000 miles from new, tan interior, white top, gold lower. 460 Engine, new wiring, looks and shows like new. Pampered all it's life, stored indoors. \$7,000/open to reasonable offers from Lincoln club members. Call Bob Buko at 651-454-0100 - Cell 612-867-9518

Great Automotive Buys...

FOR SALE

1951 Lincoln 4 door Sedan
Restore or for Parts
\$250

Quite Complete, Lost Storage

Dick Lindahl, Spicer, Mn

320-796-5819

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.

WANTED

Continental Wheel Hump
Style Trunk Lid for
1977 Lincoln.
(some limo's had these)

Call Francis Kalvoda, Willmar
320-235-5777

please help me find one

For Sale

1979 Mark V, Bill Blass Edition.
Kentucky car, no rust ever.
Beautiful dark blue full convertible
Style nylon top. Body is white over dark
Blue with new Michelin white stripe tires.
Interior, blue leather with white piping.
A real head turner with only 65,000 miles.
Engine detailed like new, including
Motorcraft battery. Looks new, drive any-
where, \$9,500.00.
Call Jerry Prettyman
1-888-416-0633 or email:
jpservices@charter.net
Alexandria, MN

FOR SALE

1939 Zephyr Three Window Coupe
Montana car stored inside for 30 years.
Has Columbia 2 speed rear axle and
Radio. Complete and unmolested origi-
nal. Call Terry Hirte, 651-436-8558 or
cell 651-470-6349

1963 Continental Convertible

53,000 Miles - Blue with White Top
Very Nice Black Interior
Mostly Original Car, Runs and Drives
very nice. A good number 2 car.
Fairly Priced at \$25,000

Call Rich at 763-422-8165

For Sale

1961 Continental Convertible
White with white top
Top works and is in fair condition. Windows
work, door locks and power seat need atten-
tion. Interior fair. New brakes, new springs,
new carpets and engine mounts. No rust
showing. 89,000 miles, price \$11,000.

Call Jeff Stebbins 952-474-2954, after August
31, call 218-666-5556.

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

For Sale

1959 Lincoln Continental Mark IV - Four door sedan. 1 of 933 manufactured. 430 CI, 350 HP engine. Loaded with options, 50,000 mile, all original car. Presidential Black. Primary First Place at the LCOG MidAmerica 2002 meet in Red Wing, 95 points. \$30,000/offer.

1960 Lincoln Two door Hardtop. Low production model. Featuring 68,000 miles. 430 CI, 315 HP engine. New Presidential black paint, New chrome. Interior is black with white original. It has many, many new parts. \$15,000/offer.

Contact Tom Thill at 651-646-5378.

DESTINATION DULUTH

T-Shirts are now available, advertising the 2008 Mid-America Lincoln Meet in Duluth next June. Northstar Club Jacks are also available. Perfect for the fall days ahead.

Call Bob Johnson to get yours today. 651-275-1715

For Sale

1972 Lincoln Mark IV
38,000 Miles, All Original, Trophy Winner
Gold with Dark Brown Top and Leather
As new condition. \$10K or fair offer.
Call Don Pennock 651-488-1596
Cell 651-253-5516

For Sale

46 - 48 Lincoln V12 overdrive transmission, 26 tooth cluster, very good condition, \$650 exchange.

1949-51 Mercury overdrive transmission, very good condition, will fit the V12 motor for open driveshaft changeover. \$500

Transmission mount for this changeover, \$140.

Call Ted Anderson at 763-561-8143

150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Just Arrived! New windshields that fit 1961 through 1963 Continentals.

Please call Gordy Jensen at 952-851-2721

**STORAGE
AVAILABLE**

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact Connie

952-835-4148

Preview of Coming Events

The following include scheduled club events

September *James J. Hill Days Car Show. Saturday, September 8th, 10:00AM to 4:00PM. All older (25 years old) Lincolns welcome. Sign up with Roger Wothe, call 952-473-3038 or email: rwothe@mchsi.com*

Victory Drive Car Show, sponsored by the CCCA and the Cadillac-LaSalle Club. Sunday, September 9th, 9:00AM at the Veterans Memorial Park in Richfield, 64th Street and Portland Avenue.

**Annual Region Picnic, 11:30AM, Sunday, September 16th.
Morrie's special events center, Highway 12, just west of Long Lake.
2605 West Wayzata Blvd. Watch for the sign.**

October Fall Car Show planned for North Country Ford Lincoln Mercury, Coon Rapids. October 6th which is the first Saturday in October. 10:00AM to 3:00PM Dash Plaques and Door Prizes given out.
Possible tour and brunch - Paradise Landing, Balsam Lake, WI.

November Year end brunch, Al Bakers, Eagan, MN. Sunday, November 11th, at 11:30AM

December No events planned, time to regroup and to make plans for the holidays and 2008.

If you have a special place that you would like the club to visit or that unique restaurant, please let us know. We will start making plans for 2008, and we need your help to find new experiences for the club. We need your help to make the club even better and more fun.

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

www.northstarlroc.org Click on publications.

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

Northstar LCOC Featured Summer Events

James J. Hill Days Vintage Car Show

September 8th, 10:00AM to 4:00PM. Bring your older Lincoln (25 years or older) to the Mill Street Parking Lot in beautiful downtown Wayzata. This is a "show and shine" event, no judging or trophies, just a great chance to get together and visit with friends in the hobby. Call or email Roger Wothe by September 4th with your name, year and make of car. Roger may be reached at 952-473-3038 or email: rwothe@mchsi.com.

Announcing the Great Victory Drive Car Show

Sponsored by the CCCA and the Cadillac LaSalle Car Clubs. Mark your calendars for Sunday September 9th, 9:00AM to 3:00PM. Show will be held at the Veterans Memorial Park, 64th and Portland in Richfield. Crosstown highway (62nd) to Portland, and South on Portland, and you are there.

No admission fees for either spectators or entry fees for cars. Donations may be made to Victory Drive, which will use the proceeds buy items for deployed troops in Iraq, Afghanistan and other locations in the Middle East. An auction will be held and bids will be received for items that have been donated.

Willmar Car Buffs Breakfasts Return Again For 2007

Our friends over in Willmar have invited us once again to attend their car club breakfasts over in the Willmar area. An easy drive from the Twin Cities, it is a great way to spend a Saturday morning. Here is their schedule for 2007.

Sept 1st.	Max's Bar and Grill, 2425 Highway 212 West, Olivia, MN 9:00am
Oct 6th.	Happy Hour Sports Bar, 218 5th Ave, Madison, MN 9:00am
Nov 3rd.	West Central Industries, 1300 22nd St SW, Willmar, MN 9:00am

Contact Francis Kalvoda for more information.

Northstar LCOC Featured Summer Events

PRIOR LAKE'S "ROLL IN" CLASSIC CAR SPECTACULAR

Downtown Prior Lake on Main Street

Every Friday evening between 5:00pm and 9:00pm

Directions: Main street is located one block west of the intersection of highway 13 and County Road 21, also known as 185th street. Open to all classic, special interest, street rods, customs, any vehicles that are at least 20 years old or older.

2007 Historic Hastings Saturday Night Cruise-In

Downtown Hastings on Second Street

June 2nd and every other Saturday through September. 5:00pm through 10:00pm

Saturday Night Cruise-ins are open to all cars 1976 and older. We have many special events planned throughout the summer. There will be sponsor giveaways, special nightly vendors and more. Food will be available both on the street and in local restaurants. There will be great looking event t-shirts for sale. There will be weekly prize giveaways, Car Club of the Night, Music, Cable TV interviews, etc.

FALL NORTHSTAR LCOC PICNIC

FREE TO ALL MEMBERS

Our annual fall Northstar Picnic will be held on Sunday, September 16th, at a new location.

Roger Wothe has made arrangements with Morrie Wagener to use his multi-purpose facility located slightly west of Long Lake on Highway 12. Morrie Wagener is very well known in the Twin City automobile business, operating many dealerships under the "Morries" name.

As always, we will meet about 11:30AM for some serious examination of club members Lincolns and our picnic lunch will be served about 1:00PM.

The festivities will include drawing for door prizes and an auction to help raise money for future club activities. As usual, bring something auto related to donate to the auction.

